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11320 RANDOM HILLS ROAD, SUITE 600
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CLIENT/PROJECT
 CITY OF FAIRFAX
 GEORGE T. SNYDER TRAIL

PROJECT NO: 18022 DATE: 02/05/2020 SHEET: 2 OF 106

NOT TO SCALE INDX - 01

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RIGHT OF WAY DATA SHEET

PARCEL NUMBER	LANDOWNER NAME	SHEET NUMBER	AREA: AREAS GREATER THAN OR EQUAL TO 1 ACRE WILL BE SHOWN IN ACRES. AREAS LESS THAN 1 ACRE WILL BE IN SQUARE FEET.						
			TOTAL (ACRE)	PRESCRIPTIVE R/W	FEE REMAINDER	EASEMENTS			
						PERMANENT	UTILITY	TEMPORARY	PROFFERS
001	FAIRFAX CHAIN BRIDGE HOTEL, L.L.C.	PL-01	1.402			16,130		11,720	NO
002	FAIRFAX 123 HOTEL	PL-01, PL-02	1.632			4,245		915	NO
003	N/F SAMUEL W. EATON	PL-02	0.078			0		103	NO
004	PDC EATON PLACE, L.L.C.	PL-02	3.531			0		595	NO
005	WILLOWWOOD, L.L.C.	PL-02	3.278			0		1,785	NO
006	SOON YOUNG KIM & YOUNG JA KIM	PL-03	0.339			0		84	NO
007	WILLOWWOOD LAND, L.L.C.	PL-04, PL-05	6.764			22,340		31,100	NO
008	CH REALTY VI/R FAIRFAX BOULEVARD, L.L.C.	PL-06, PL-07	2.486			8,925		6,060	NO
009	JDC BOULEVARD, L.L.C.	PL-07	0.664			101		75	NO
010	ROBERT E. STAFFORD & ASSOCIATES, LP	PL-08	5.074			203		0	NO
011	ADAMS & MCGRADY PROPERTIES, L.L.C.	PL-13	0.647			5,375		2,320	NO



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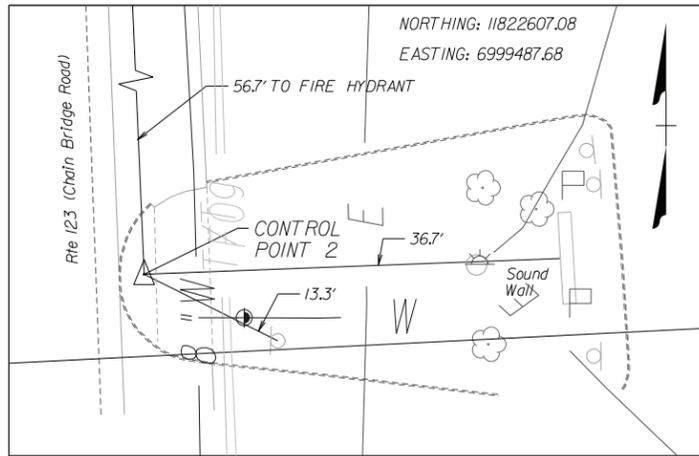
PROJECT NO: 18022 DATE: 02/05/2020 SHEET: 3 OF 106

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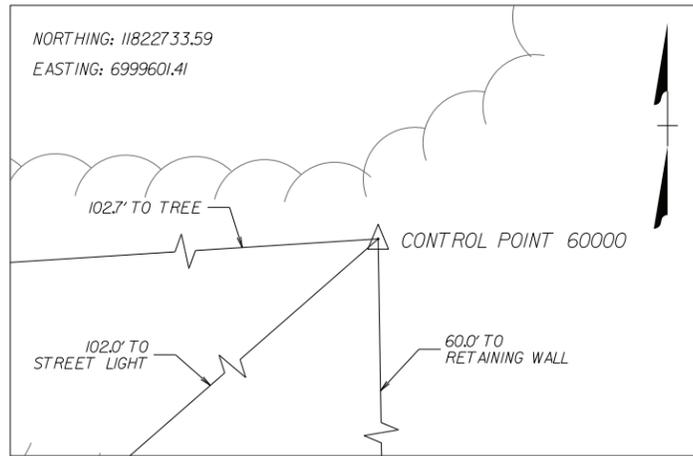
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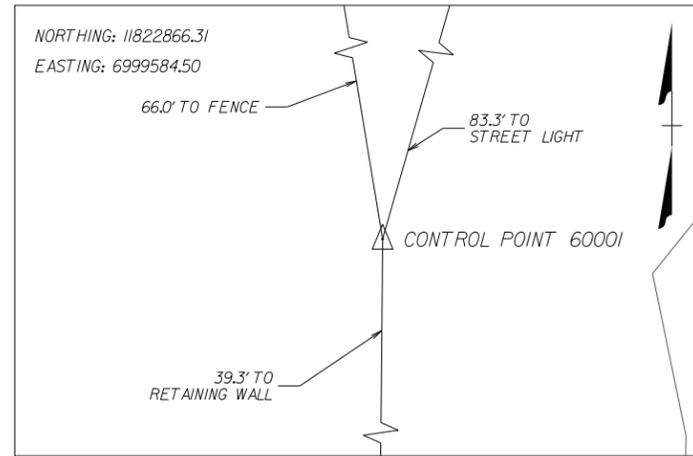
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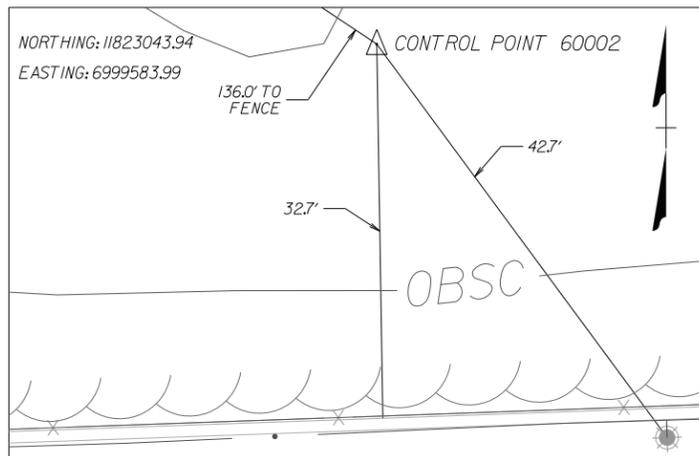
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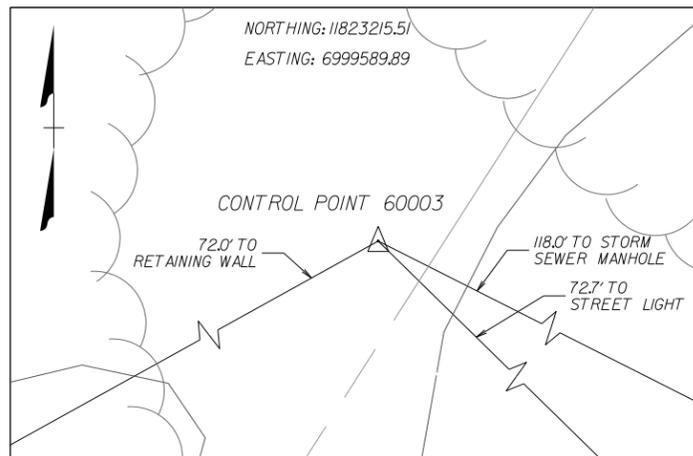
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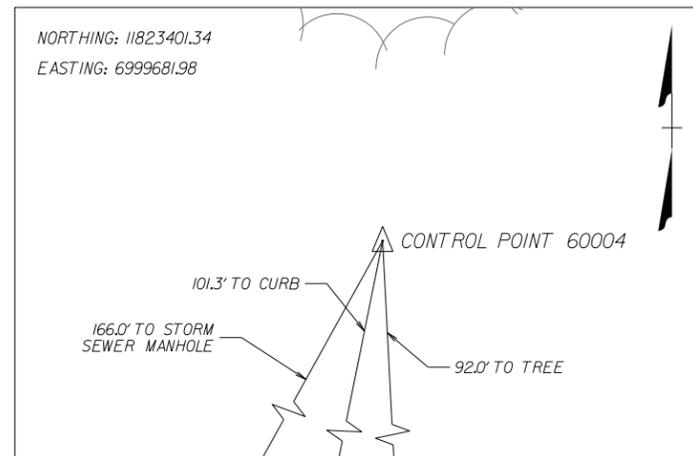
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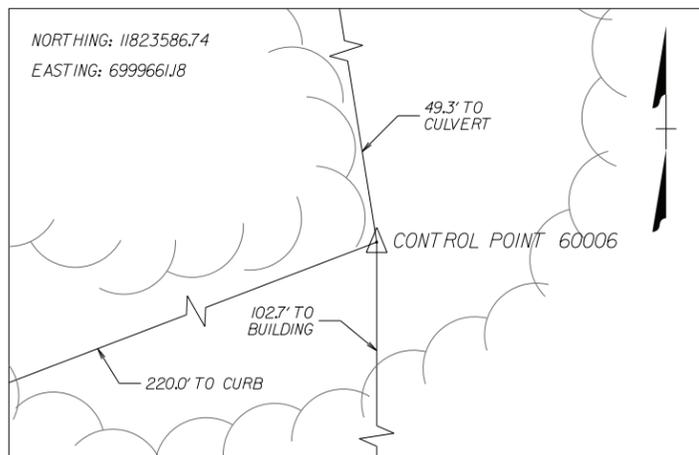
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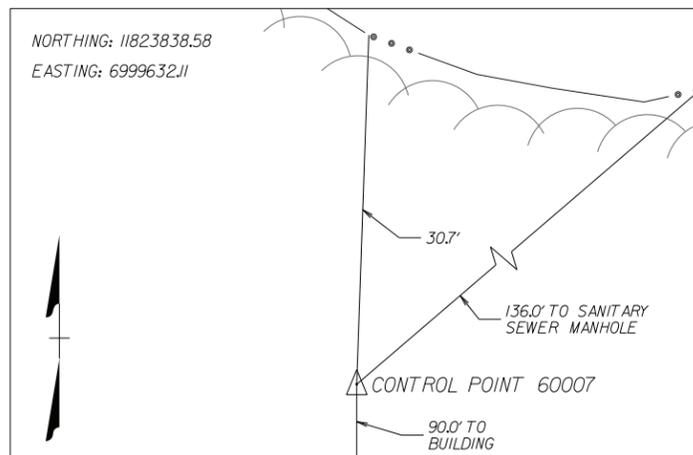
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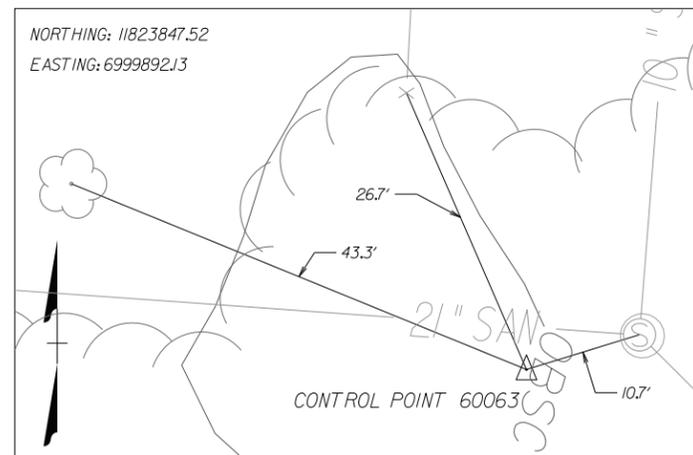
CONTROL POINT 60004



CONTROL POINT 60006



CONTROL POINT 60007



CONTROL POINT 60063

CONTROL POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
2	11822607.08	6999487.68	368.20	GPS B
60000	11822733.59	6999601.41	372.52	ROD AND CAP
60001	11822866.31	6999584.50	373.99	ROD AND CAP
60002	11823043.94	6999583.99	353.17	ROD AND CAP
60003	11823215.51	6999589.89	343.20	ROD AND CAP
60004	11823401.34	6999681.98	334.93	ROD AND CAP
60006	11823586.74	6999661.18	333.42	ROD AND CAP
60007	11823838.58	6999632.11	332.75	ROD AND CAP
60063	11823847.52	6999892.13	336.27	ROD AND CAP

NOTES:

1. VERTICAL CONTROL IS BASED ON NAVD88.
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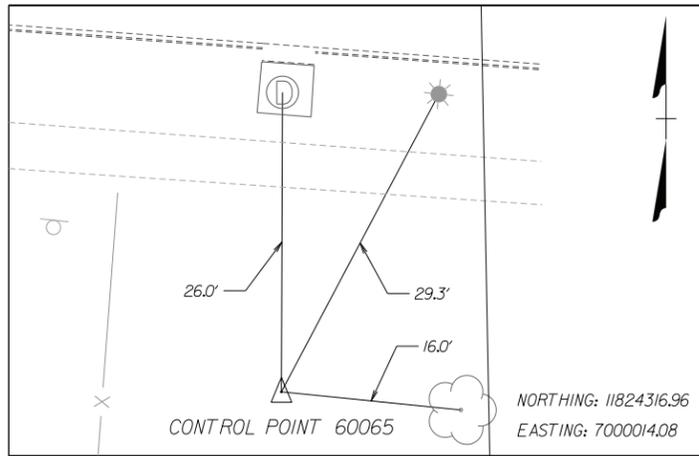
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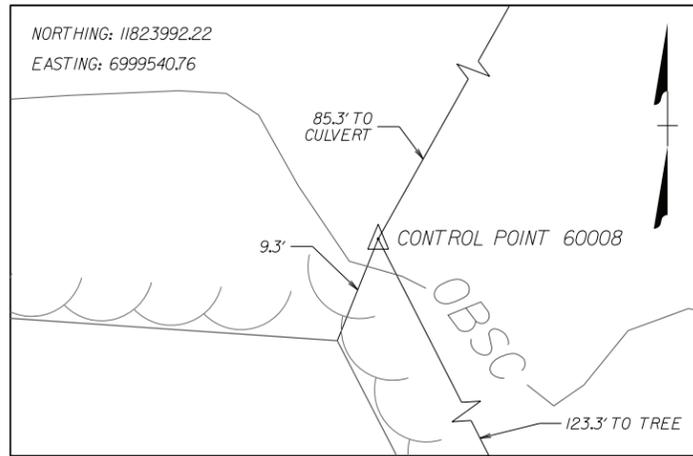
SURVEY CONTROL POINTS

BY: \$USER\$

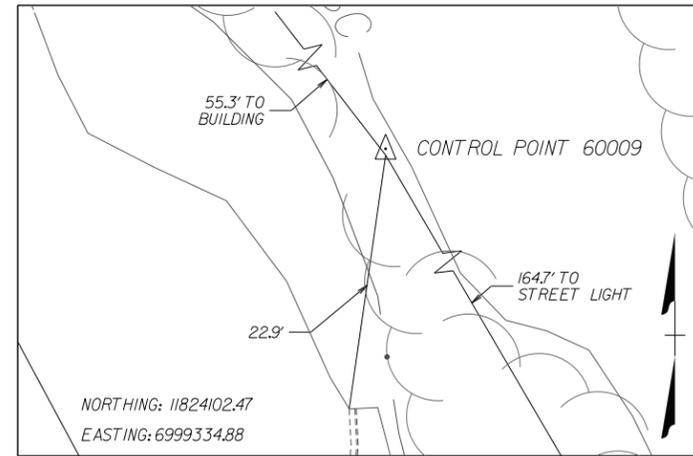
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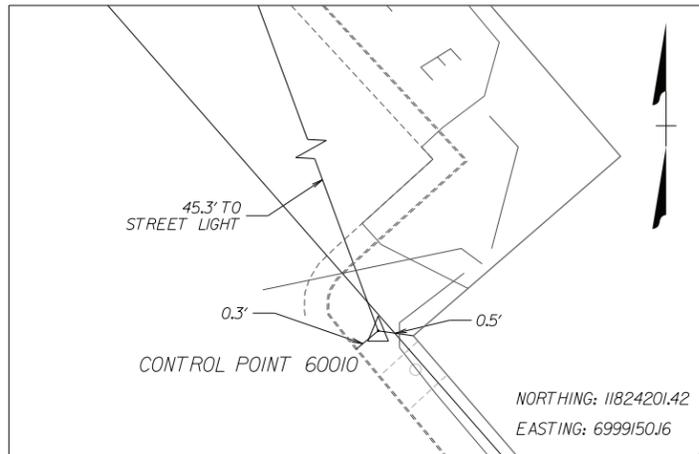
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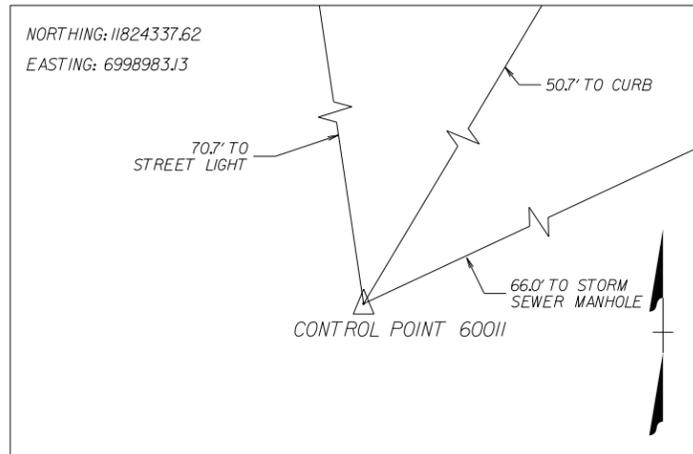
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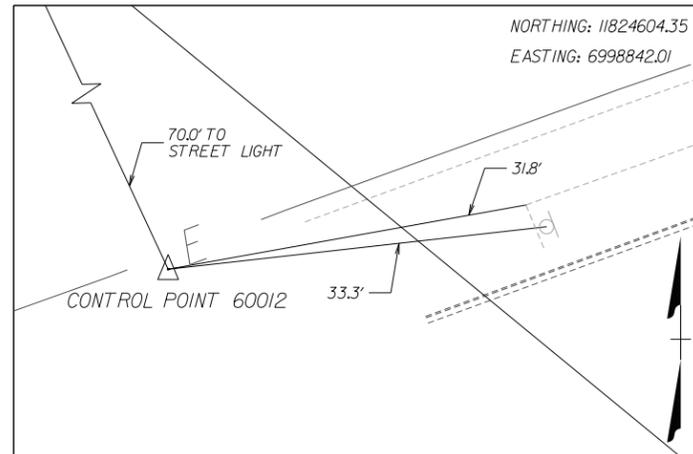
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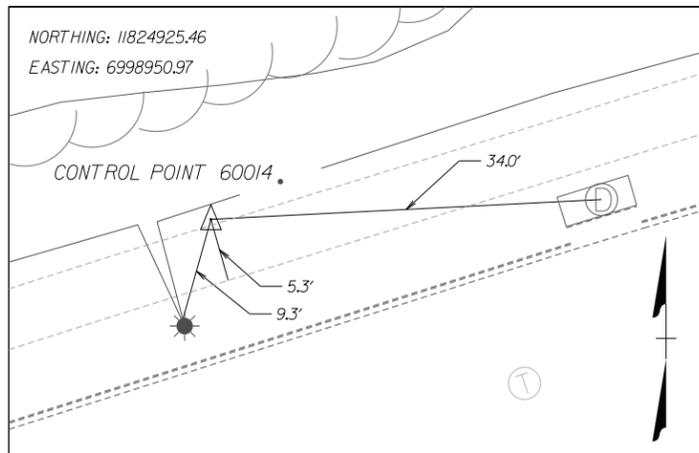
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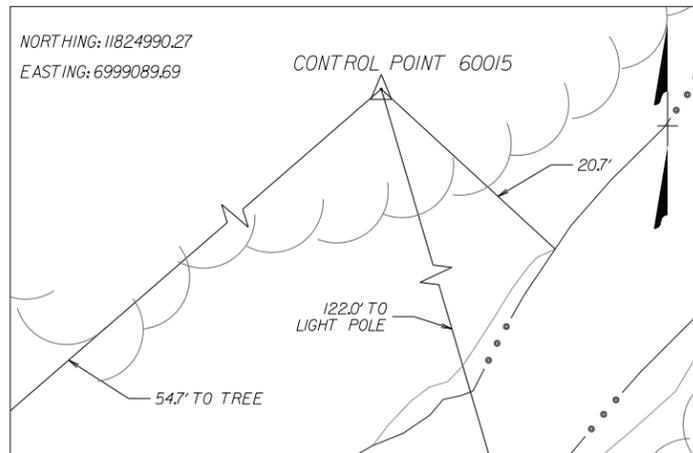
CONTROL POINT 60011



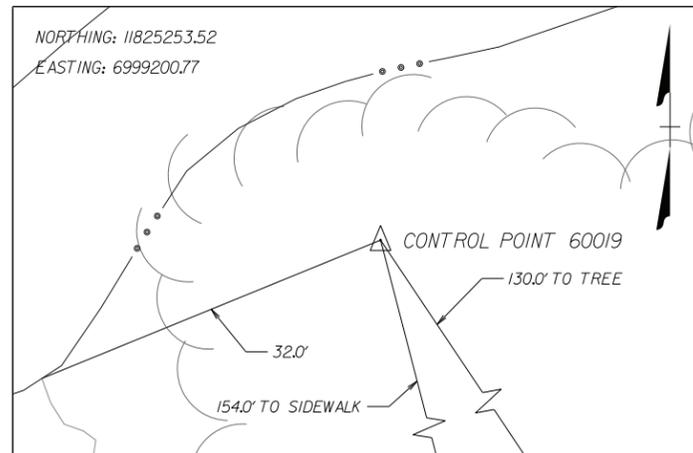
CONTROL POINT 60012



CONTROL POINT 60014



CONTROL POINT 60015



CONTROL POINT 60019

CONTROL POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
60065	11824316.96	7000014.08	339.43	PCP 15
60008	11823992.22	6999540.76	331.94	ROD AND CAP
60009	11824102.47	6999334.88	341.93	ROD AND CAP
60010	11824201.42	6999150.16	341.93	ROD AND CAP
60011	11824337.62	6998983.13	340.30	GPS C
60012	11824604.35	6998842.01	337.30	GPS D
60014	11824925.46	6998950.97	330.81	ROD AND CAP
60015	11824990.27	6999089.69	322.20	ROD AND CAP
60019	11825253.52	6999200.77	321.12	IRF ROD AND CAP

NOTES:

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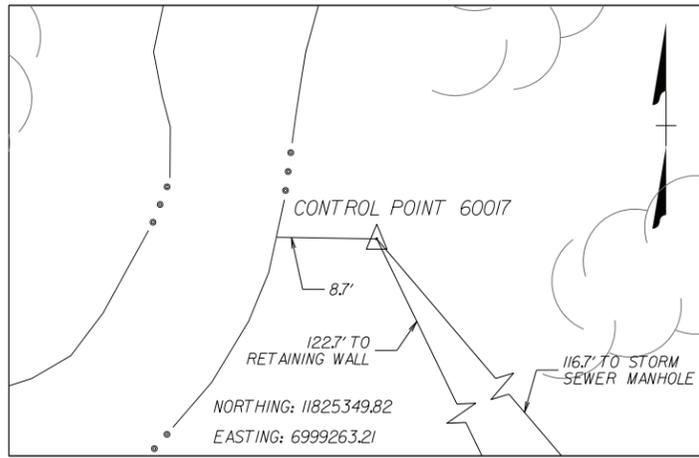
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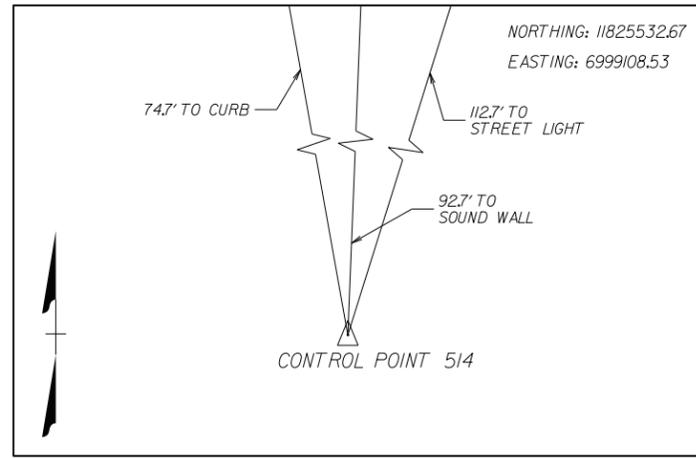
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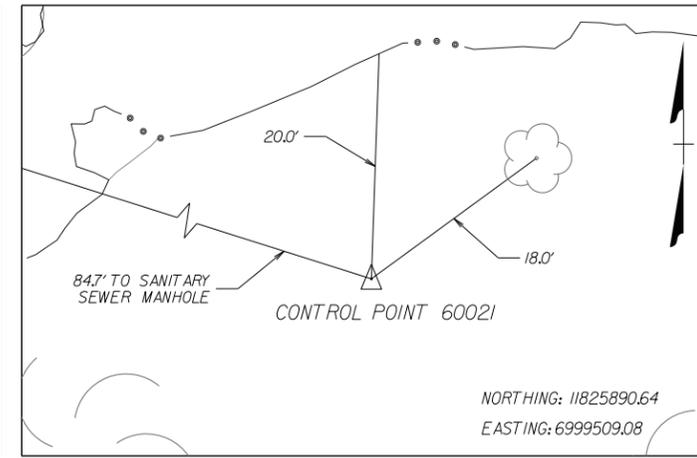
SURVEY CONTROL POINTS



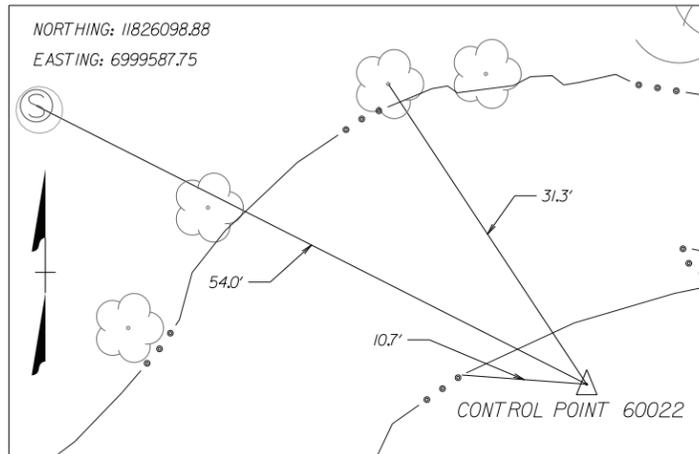
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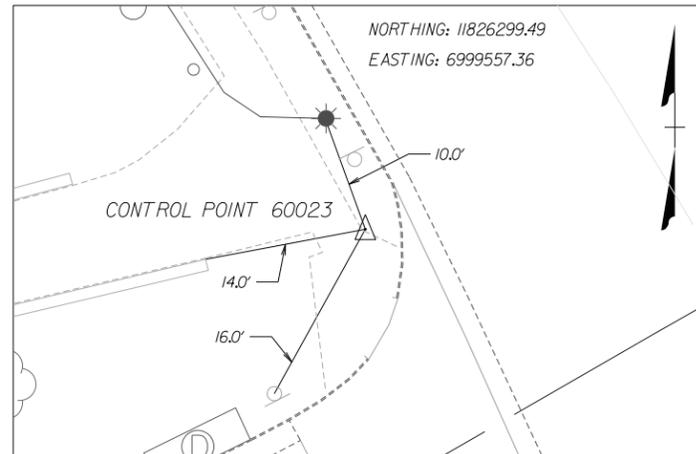
CONTROL POINT 514



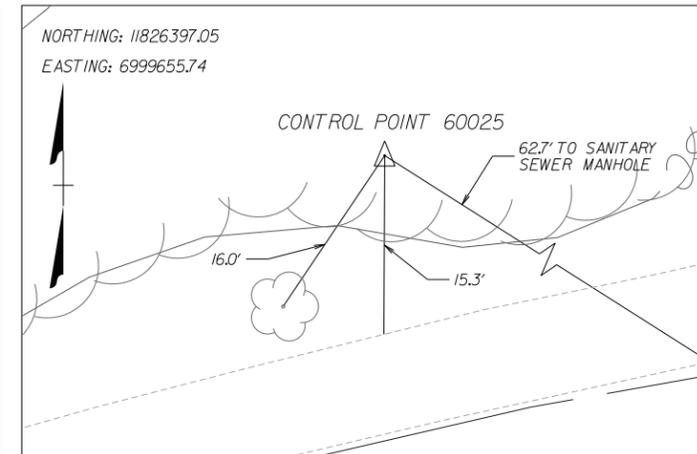
CONTROL POINT 60021



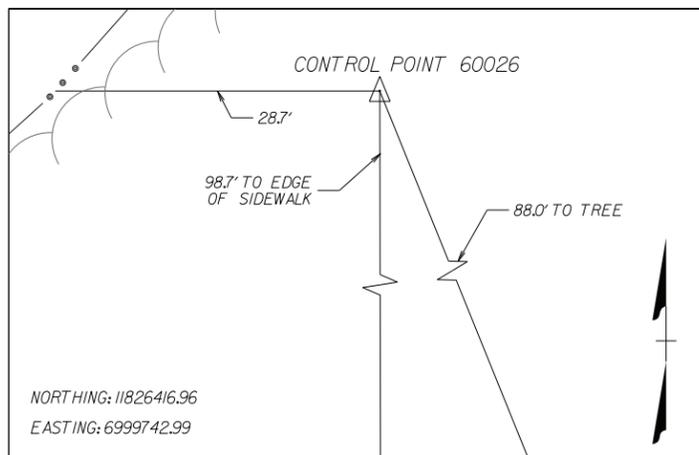
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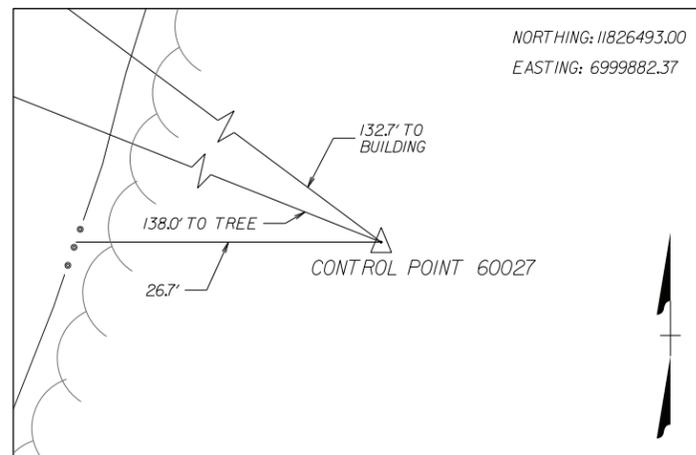
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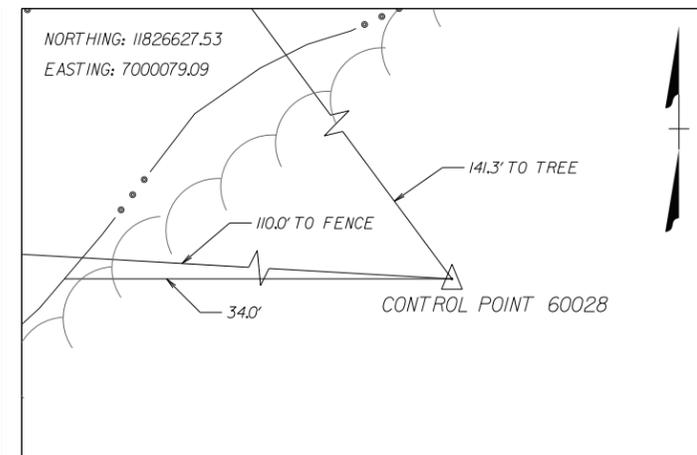
CONTROL POINT 60025



CONTROL POINT 60026



CONTROL POINT 60027



CONTROL POINT 60028

CONTROL POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
60017	11825349.82	6999263.21	320.80	ROD AND CAP
514	11825532.67	6999108.53	344.58	PCP 14
60021	11825890.64	6999509.08	318.18	ROD AND CAP
60022	11826098.88	6999587.75	341.93	ROD AND CAP
60023	11826299.49	6999557.36	335.12	GPS G
60025	11826397.05	6999655.74	335.91	ROD AND CAP
60026	11826416.96	6999742.99	318.22	ROD AND CAP
60027	11826493.00	6999882.37	313.79	ROD AND CAP
60028	11826627.53	7000079.09	312.78	ROD AND CAP

NOTES:

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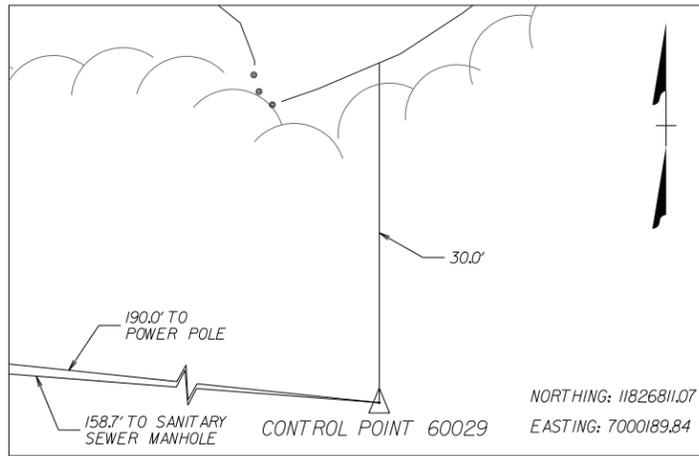
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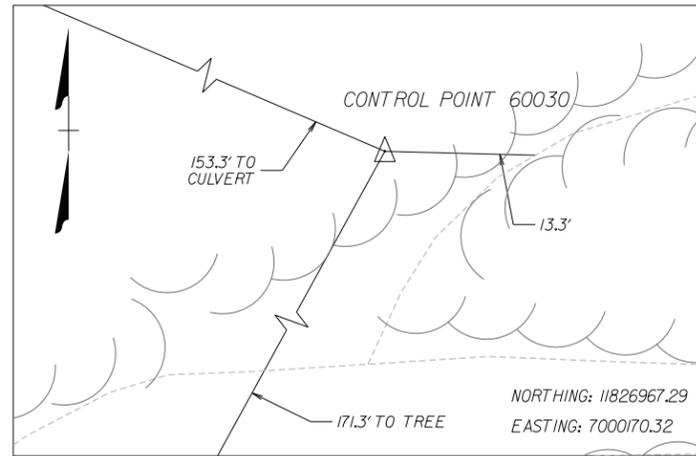
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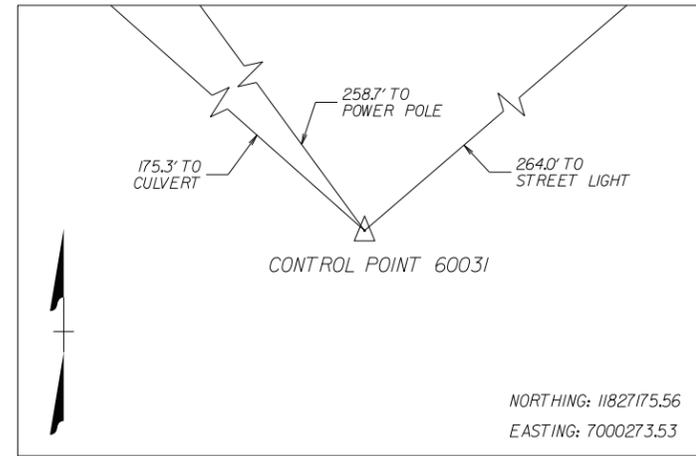
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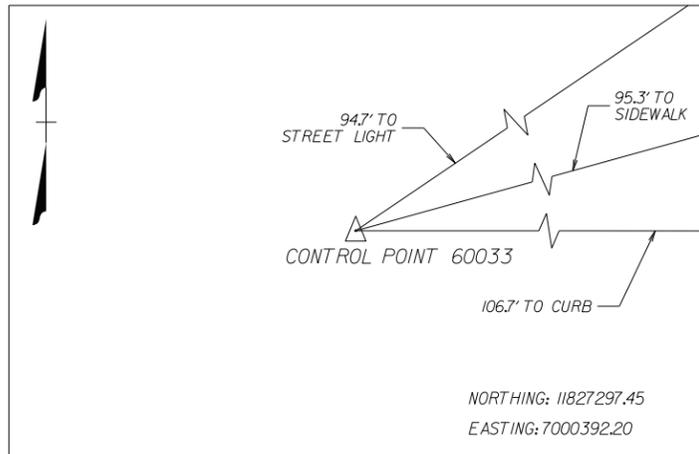
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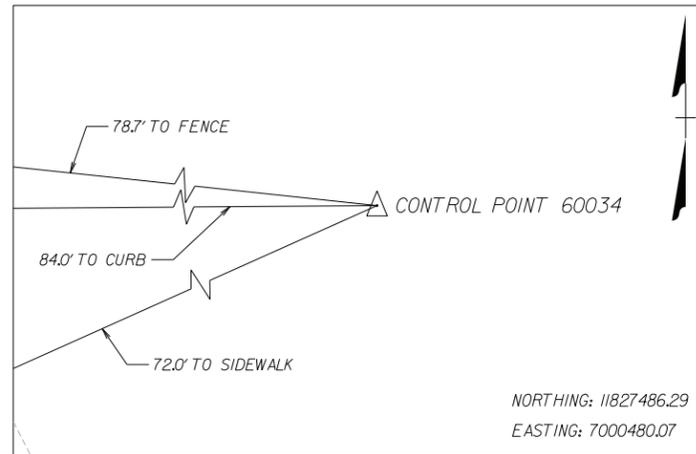
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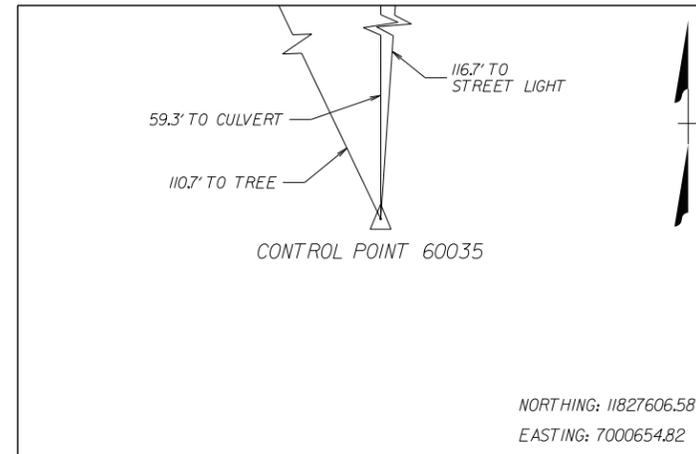
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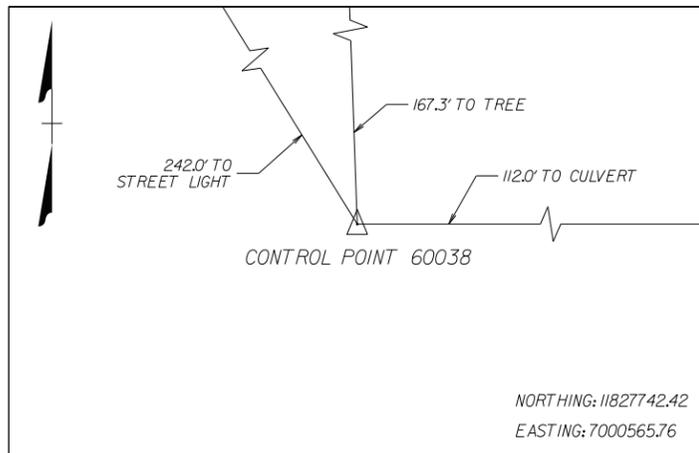
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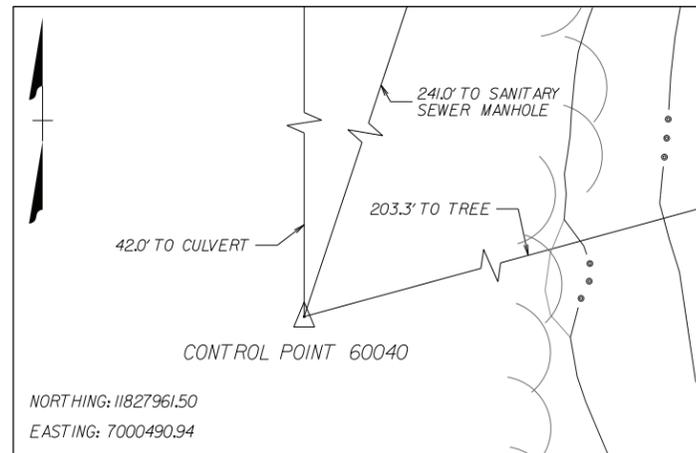
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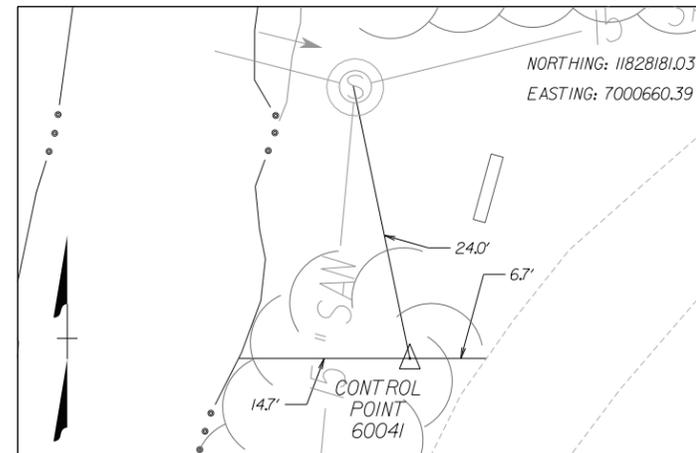
CONTROL POINT 60035



CONTROL POINT 60038



CONTROL POINT 60040



CONTROL POINT 60041

CONTROL POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
60029	11826811.07	7000189.84	312.78	ROD AND CAP
60030	11826967.29	7000170.32	340.42	ROD AND CAP
60031	11827175.56	7000273.53	343.53	ROD AND CAP
60033	11827297.45	7000392.20	338.15	ROD AND CAP
60034	11827486.29	7000480.07	339.79	ROD AND CAP
60035	11827606.58	7000654.82	308.87	ROD AND CAP
60038	11827742.42	7000565.76	330.33	ROD AND CAP
60040	11827961.50	7000490.94	305.84	ROD AND CAP
60041	11828181.03	7000660.39	304.63	ROD AND CAP

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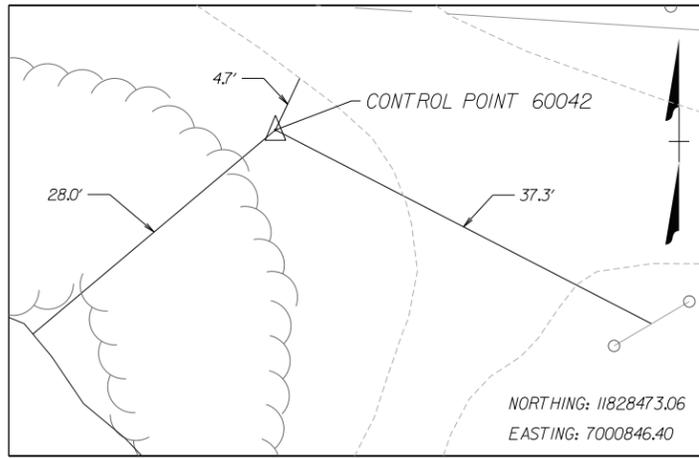
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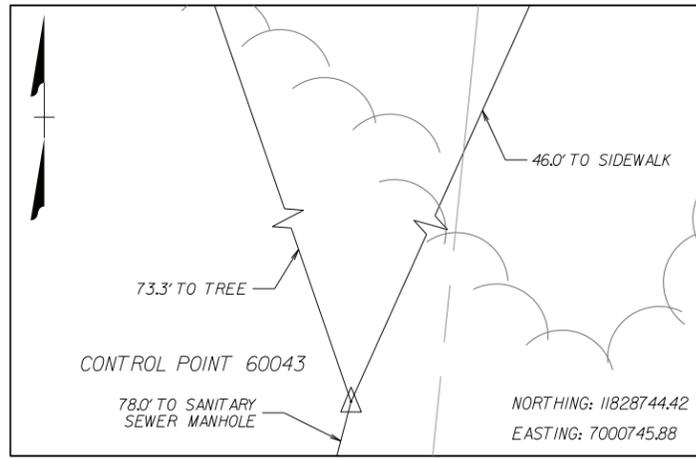
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NOT TO SCALE SUR - 04

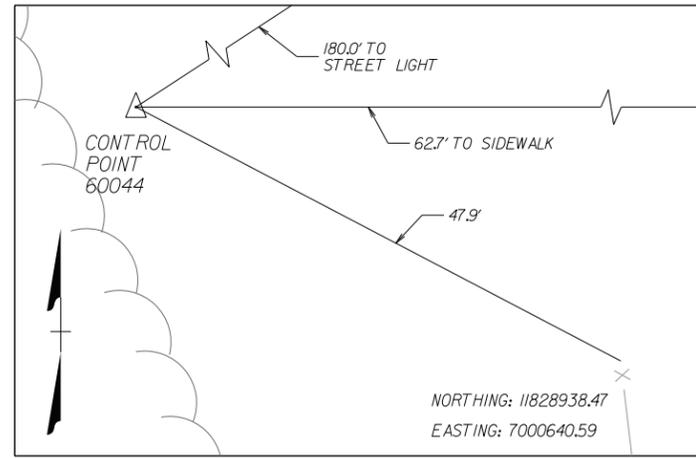
SURVEY CONTROL POINTS



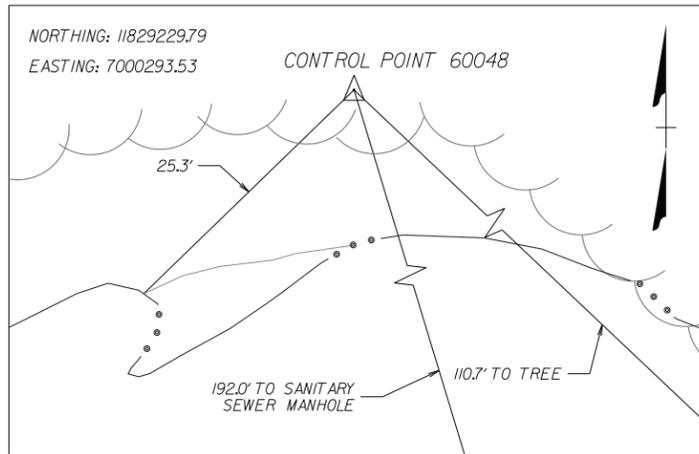
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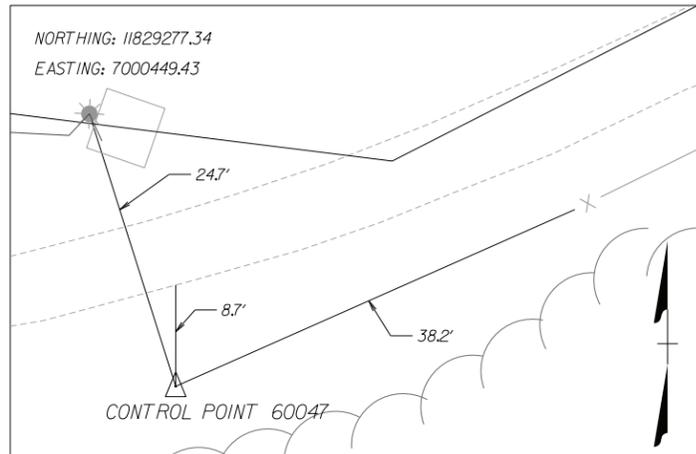
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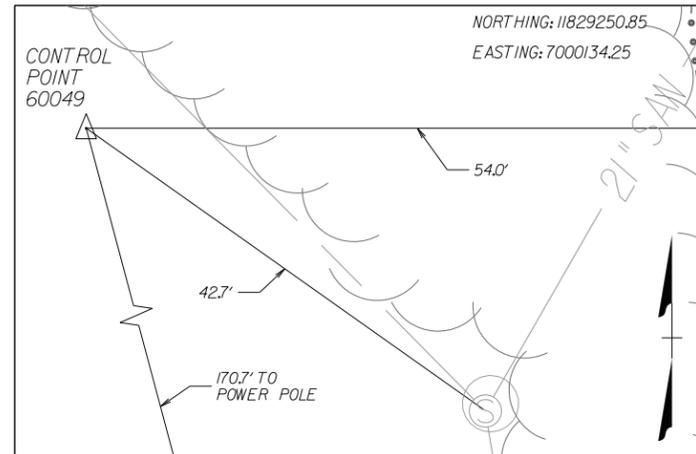
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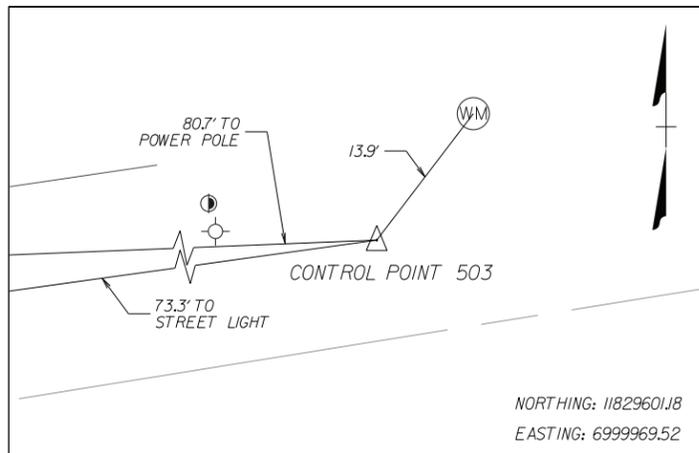
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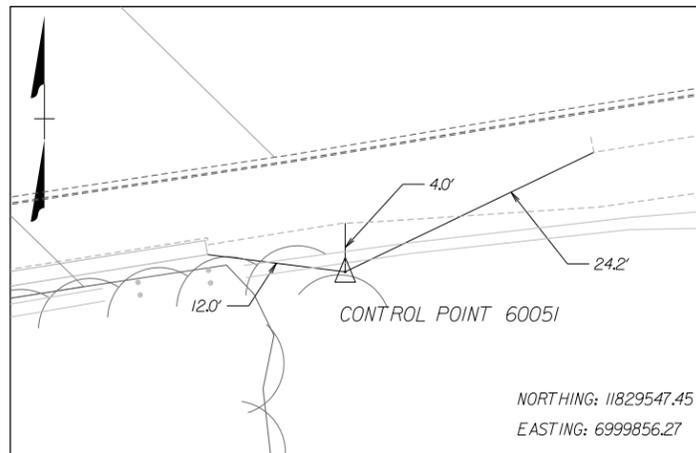
CONTROL POINT 60047



CONTROL POINT 60049



CONTROL POINT 503



CONTROL POINT 60051

CONTROL POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
60042	11828473.06	7000846.40	303.22	ROD AND CAP
60043	11828744.42	7000745.88	301.86	ROD AND CAP
60044	11828938.47	7000640.59	315.60	ROD AND CAP
60048	11829229.79	7000293.53	298.94	ROD AND CAP
60047	11829277.34	7000449.43	309.48	ROD AND CAP
60049	11829250.85	7000134.25	302.26	ROD AND CAP
503	11829601.18	6999969.52	302.59	PCP 03
60051	11829547.45	6999856.27	303.37	ROD AND CAP

NOTES:

1. VERTICAL CONTROL IS BASED ON NAVD88.
2. HORIZONTAL CONTROL IS BASED ON NAD83.
3. PROJECT COORDINATE VALUES ARE DERIVED FROM VIRGINIA STATE PLANE COORDINATE SYSTEM (NORTH ZONE).



11320 RANDOM HILLS ROAD, SUITE 600
FAIRFAX, VIRGINIA 22030
TEL. (703) 263-1220
FAX (703) 263-1221



NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT/PROJECT
CITY OF FAIRFAX
GEORGE T. SNYDER TRAIL

PROJECT NO: 18022
DATE: 02/05/2020
SHEET: 8 OF 106

NOT TO SCALE SUR - 05

SURVEY CONTROL POINTS

Alignment Name: GST Trail Section 1 BL Final

Alignment Description:

Alignment Style: Default

CONSTRUCTION ALIGNMENT DATA SHEET

External: 21.9607
 Tangent Direction: N 54°35'16.67" W
 Radial Direction: N 35°24'43.33" E
 Chord Direction: N 76°12'53.06" W
 Radial Direction: N 7°50'29.45" W
 Tangent Direction: N 82°09'30.55" E

Station	Northing	Easting
Element: Linear		
POB ()	0+00.00	6999599.91
PC ()	1+14.51	6999581.42
Tangential Direction: N 80°42'23.80" W		
Tangential Length: 114.5079		
Element: Circular Curve C1		
PC ()	1+14.51	6999581.42
PI ()	2+58.72	6999558.13
CC ()		7000489.34
PT ()	4+00.61	6999579.51
Radius: 920.0000		
Delta: 17°49'04.73" Left		
Degree of Curvature (Arc): 6°13'40.09"		
Length: 286.1038		
Tangent: 144.2161		
Chord: 284.9523		
Middle Ordinate: 11.0993		
External: 11.2348		
Tangent Direction: N 80°42'23.80" W		
Radial Direction: N 9°17'36.20" E		
Chord Direction: N 89°36'56.16" W		
Radial Direction: N 8°31'28.52" W		
Tangent Direction: N 81°28'31.48" E		
Element: Linear		
PT ()	4+00.61	6999579.51
PC ()	5+55.41	6999602.45
Tangential Direction: N 81°28'31.48" E		
Tangential Length: 154.7936		
Element: Circular Curve C2		
PC ()	5+55.41	6999602.45
PI ()	6+22.11	6999612.34
CC ()		69998959.63
PT ()	6+88.36	6999608.62
Radius: 650.0000		
Delta: 11°43'09.73" Right		
Degree of Curvature (Arc): 8°48'53.05"		
Length: 132.9520		
Tangent: 66.7088		
Chord: 132.7204		
Middle Ordinate: 3.3963		
External: 3.4142		
Tangent Direction: N 81°28'31.48" E		
Radial Direction: N 8°31'28.52" W		
Chord Direction: N 87°20'06.34" E		
Radial Direction: N 3°11'41.21" E		
Tangent Direction: N 86°48'18.79" W		
Element: Linear		
PT ()	6+88.36	6999608.62
PC ()	7+50.39	6999605.17
Tangential Direction: N 86°48'18.79" W		
Tangential Length: 62.0357		
Element: Circular Curve C3		
PC ()	7+50.39	6999605.17
PI ()	7+73.62	6999603.87
CC ()		7000032.82
PRC ()	7+96.80	6999605.09
Radius: 428.3174		
Delta: 6°12'26.21" Left		
Degree of Curvature (Arc): 13°22'37.00"		
Length: 46.4028		
Tangent: 23.2241		
Chord: 46.3801		
Middle Ordinate: 0.6282		
External: 0.6292		
Tangent Direction: N 86°48'18.79" W		
Radial Direction: N 3°11'41.21" E		
Chord Direction: N 89°54'31.90" W		
Radial Direction: N 3°00'45.00" W		
Tangent Direction: N 86°59'15.00" E		
Element: Circular Curve C4		
PRC ()	7+96.80	6999605.09
PI ()	8+37.74	6999607.24
CC ()		6999177.37

Element: Linear		
PT ()	8+78.44	6999601.61
PC ()	9+67.27	6999589.39
Tangential Direction: N 82°05'25.74" W		
Tangential Length: 88.8286		
Element: Circular Curve C5		
PC ()	9+67.27	6999589.39
PI ()	10+01.17	6999684.72
CC ()		6999926.15
PT ()	10+34.85	6999586.78
Radius: 340.0000		
Delta: 11°23'14.39" Left		
Degree of Curvature (Arc): 16°51'06.12"		
Length: 67.5738		
Tangent: 33.8985		
Chord: 67.4626		
Middle Ordinate: 1.6774		
External: 1.6857		
Tangent Direction: N 82°05'25.74" W		
Radial Direction: N 7°54'34.26" E		
Chord Direction: N 87°47'02.93" W		
Radial Direction: N 3°28'40.12" W		
Tangent Direction: N 86°31'19.88" E		
Element: Linear		
PT ()	10+34.85	6999586.78
PC ()	10+81.21	6999589.59
Tangential Direction: N 86°31'19.88" E		
Tangential Length: 46.3592		
Element: Circular Curve C6		
PC ()	10+81.21	6999589.59
PI ()	11+03.49	6999590.94
CC ()		6999100.49
PT ()	11+25.74	6999590.27
Radius: 490.0000		
Delta: 5°12'28.40" Right		
Degree of Curvature (Arc): 11°41'34.86"		
Length: 44.5385		
Tangent: 22.2846		
Chord: 44.5231		
Middle Ordinate: 0.5060		
External: 0.5065		
Tangent Direction: N 86°31'19.88" E		
Radial Direction: N 3°28'40.12" W		
Chord Direction: N 89°07'34.07" E		
Radial Direction: N 1°43'48.27" E		
Tangent Direction: N 88°16'11.73" W		
Element: Linear		
PT ()	11+25.74	6999590.27
PC ()	13+43.44	6999583.70
Tangential Direction: N 88°16'11.73" W		
Tangential Length: 217.6958		
Element: Circular Curve C7		
PC ()	13+43.44	6999583.70
PI ()	14+19.85	6999581.39
CC ()		6999419.77
PT ()	14+86.45	6999521.43
Radius: 164.0000		
Delta: 49°57'47.32" Right		

Element: Linear		
PT ()	14+86.45	6999521.43
PC ()	15+53.95	6999468.46
Tangential Direction: N 38°18'24.41" W		
Tangential Length: 67.5010		
Element: Circular Curve C8		
PC ()	15+53.95	6999468.46
PI ()	15+94.78	6999436.43
CC ()		6999189.52
PT ()	16+35.38	6999400.36
Radius: 450.0000		
Delta: 10°22'04.91" Right		
Degree of Curvature (Arc): 12°43'56.62"		
Length: 81.4303		
Tangent: 40.8266		
Chord: 81.3193		
Middle Ordinate: 1.8407		
External: 1.8482		
Tangent Direction: N 38°18'24.41" W		
Radial Direction: N 51°41'35.59" E		
Chord Direction: N 33°07'21.95" W		
Radial Direction: N 62°03'40.50" E		
Tangent Direction: N 27°56'19.50" W		
Element: Linear		
PT ()	16+35.38	6999400.36
PC ()	17+87.72	6999265.78
Tangential Direction: N 27°56'19.50" W		
Tangential Length: 152.3372		
Element: Circular Curve C9		
PC ()	17+87.72	6999265.78
PI ()	19+03.77	6999163.25
CC ()		6999495.35
PT ()	20+15.63	6999096.00
Radius: 490.0000		
Delta: 26°38'57.17" Left		
Degree of Curvature (Arc): 11°41'34.86"		
Length: 227.9071		
Tangent: 116.0533		
Chord: 225.8583		
Middle Ordinate: 13.1908		
External: 13.5557		
Tangent Direction: N 27°56'19.50" W		
Radial Direction: N 62°03'40.50" E		
Chord Direction: N 41°15'48.08" W		
Radial Direction: N 35°24'43.33" E		
Tangent Direction: N 54°35'16.67" W		
Element: Linear		
PT ()	20+15.63	6999096.00
PC ()	22+25.41	6998974.44
Tangential Direction: N 54°35'16.67" W		
Tangential Length: 209.7866		
Element: Circular Curve C10		
PC ()	22+25.41	6998974.44
PI ()	23+40.39	6998907.82
CC ()		6999210.79
PT ()	24+44.34	6998923.50
Radius: 290.0000		
Delta: 43°15'12.79" Left		
Degree of Curvature (Arc): 19°45'25.80"		
Length: 218.9259		
Tangent: 114.9759		
Chord: 213.7642		
Middle Ordinate: 20.4147		

Element: Linear		
PT ()	24+44.34	6998923.50
PC ()	25+13.82	6998932.98
Tangential Direction: N 82°09'30.55" E		
Tangential Length: 69.4838		
Element: Circular Curve C11		
PC ()	25+13.82	6998932.98
PI ()	25+58.25	6998939.04
CC ()		6999378.77
PT ()	26+02.39	6998953.59
Radius: 450.0000		
Delta: 11°16'34.66" Left		
Degree of Curvature (Arc): 12°43'56.62"		
Length: 88.5638		
Tangent: 44.4254		
Chord: 88.4209		
Middle Ordinate: 2.1770		
External: 2.1876		
Tangent Direction: N 82°09'30.55" E		
Radial Direction: N 7°50'29.45" W		
Chord Direction: N 76°31'13.22" E		
Radial Direction: N 19°07'04.11" W		
Tangent Direction: N 70°52'55.89" E		
Element: Linear		
PT ()	26+02.39	6998953.59
PC ()	27+14.92	6998990.45
Tangential Direction: N 70°52'55.89" E		
Tangential Length: 112.5353		
Element: Circular Curve C12		
PC ()	27+14.92	6998990.45
PI ()	27+55.05	6999003.59
CC ()		6998196.78
PT ()	27+95.11	6999013.06
Radius: 840.0000		
Delta: 5°28'09.96" Right		
Degree of Curvature (Arc): 6°49'15.33"		
Length: 80.1861		
Tangent: 40.1235		
Chord: 80.1556		
Middle Ordinate: 0.9566		
External: 0.9577		
Tangent Direction: N 70°52'55.89" E		
Radial Direction: N 19°07'04.11" W		
Chord Direction: N 73°37'00.87" E		
Radial Direction: N 13°38'54.15" W		
Tangent Direction: N 76°21'05.85" E		
Element: Linear		
PT ()	27+95.11	6999013.06
PC ()	28+73.86	6999031.64
Tangential Direction: N 76°21'05.85" E		
Tangential Length: 78.7500		
Element: Circular Curve C13		
PC ()	28+73.86	6999031.64
PI ()	29+04.12	6999038.78
CC ()		6999439.78
PT ()	29+34.28	6999050.07
Radius: 420.0000		
Delta: 8°14'35.84" Left		
Degree of Curvature (Arc): 13°38'30.67"		
Length: 60.4265		
Tangent: 30.2655		
Chord: 60.3744		
Middle Ordinate: 1.0862		
External: 1.0891		
Tangent Direction: N 76°21'05.85" E		
Radial Direction: N 13°38'54.15" W		
Chord Direction: N 72°13'47.94" E		
Radial Direction: N 21°53'29.98" W		
Tangent Direction: N 68°06'30.02" E		
Element: Linear		
PT ()	29+34.28	6999050.07
PC ()	30+18.65	6999081.52



NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT/PROJECT
 CITY OF FAIRFAX
 GEORGE T. SNYDER TRAIL
 PROJECT NO: 18022 DATE: 02/05/2020 SHEET: 9 OF 106

NOT TO SCALE ALN - 01
 CONSTRUCTION ALIGNMENT DATA SHEET

BY: \$USER\$

PLOTTED: 04/05/2018

CONSTRUCTION ALIGNMENT DATA SHEET

Tangential Direction: N 68°06'30.02" E
Tangential Length: 84.3634

Element: Circular Curve C14
 PC () 30+18.65 6999081.52 11825281.73
 PI () 30+42.53 6999090.42 11825303.89
 CC () 30+65.33 6999165.03 11825248.17
 PT () 30+65.33 6999109.14 11825318.72

Radius: 90.0000
Delta: 29°43'04.45" Left
Degree of Curvature (Arc): 63°39'43.12"
 Length: 46.6808
Tangent: 23.8781
Chord: 46.1593
Middle Ordinate: 3.0096
External: 3.1137
Tangent Direction: N 68°06'30.02" E
Radial Direction: N 21°53'29.98" W
Chord Direction: N 53°14'57.79" E
Radial Direction: N 51°36'34.43" W
Tangent Direction: N 38°23'25.57" E

Radius: 220.0000
Delta: 16°11'33.49" Right
Degree of Curvature (Arc): 26°02'36.73"
 Length: 62.1753
Tangent: 31.2962
Chord: 61.9685
Middle Ordinate: 2.1928
External: 2.2149
Tangent Direction: N 58°56'53.37" E
Radial Direction: N 31°03'06.63" W
Chord Direction: N 67°02'40.11" E
Radial Direction: N 14°51'33.15" W
Tangent Direction: N 75°08'26.85" E

Tangent Direction: N 70°29'01.37" E
Radial Direction: N 19°30'58.63" W
Chord Direction: N 66°37'08.82" E
Radial Direction: N 27°14'43.73" W
Tangent Direction: N 62°45'16.27" E

Element: Linear
 PT () 39+25.49 6999482.41 11826080.08
 PC () 40+01.04 6999517.00 11826147.24
Tangential Direction: N 62°45'16.27" E
Tangential Length: 75.5463

External: 0.6908
Tangent Direction: N 58°48'06.56" E
Radial Direction: N 31°11'53.44" W
Chord Direction: N 51°03'08.54" E
Radial Direction: N 46°41'49.48" W
Tangent Direction: N 43°18'10.52" E

Element: Linear
 PT () 30+65.33 6999109.14 11825318.72
 PC () 31+17.31 6999149.89 11825351.00
Tangential Direction: N 38°23'25.57" E
Tangential Length: 51.9855

Element: Linear
 PT () 35+56.99 6999349.52 11825737.73
 PC () 36+28.84 6999367.95 11825807.17
Tangential Direction: N 75°08'26.85" E
Tangential Length: 71.8474

Element: Circular Curve C21
 PC () 40+01.04 6999517.00 11826147.24
 PI () 40+35.51 6999532.78 11826177.89
 CC () 40+69.65 6999259.17 11826280.01
 PT () 40+69.65 6999540.93 11826211.38

Radius: 290.0000
Delta: 13°33'23.15" Right
Degree of Curvature (Arc): 19°45'25.80"
 Length: 68.6153
Tangent: 34.4686
Chord: 68.4553
Middle Ordinate: 2.0270
External: 2.0412
Tangent Direction: N 62°45'16.27" E
Radial Direction: N 27°14'43.73" W
Chord Direction: N 66°31'57.84" E
Radial Direction: N 13°41'20.58" W
Tangent Direction: N 76°18'39.42" E

Element: Circular Curve C24
 PRC () 100+66.56 6999617.95 11826376.88
 PI () 100+90.25 6999635.20 11826393.13
 CC () 101+12.46 6999566.55 11826431.42
 PT () 101+12.46 6999639.96 11826416.35

Radius: 74.9485
Delta: 35°05'27.67" Right
Degree of Curvature (Arc): 76°26'48.70"
 Length: 45.9025
Tangent: 23.6966
Chord: 45.1884
Middle Ordinate: 3.4868
External: 3.6569
Tangent Direction: N 43°18'10.52" E
Radial Direction: N 46°41'49.48" W
Chord Direction: N 60°50'54.36" E
Radial Direction: N 11°30'21.81" W
Tangent Direction: N 78°23'38.19" E

Element: Circular Curve C15
 PC () 31+17.31 6999149.89 11825351.00
 PI () 31+60.49 6999183.72 11825377.81
 CC () 32+00.45 6999072.26 11825448.97
 PT () 32+00.45 6999193.80 11825419.79

Radius: 125.0000
Delta: 38°06'22.63" Right
Degree of Curvature (Arc): 45°50'11.84"
 Length: 83.1350
Tangent: 43.1707
Chord: 81.6113
Middle Ordinate: 6.8480
External: 7.2449
Tangent Direction: N 38°23'25.57" E
Radial Direction: N 51°36'34.43" W
Chord Direction: N 57°26'36.88" E
Radial Direction: N 13°30'11.80" W
Tangent Direction: N 76°29'48.20" E

Element: Circular Curve C18
 PC () 36+28.84 6999367.95 11825807.17
 PI () 36+78.44 6999380.67 11825855.12
 CC () 37+27.35 6999067.38 11826710.77
 PRC () 37+27.35 6999406.53 11825897.45

Radius: 340.8280
Delta: 16°33'41.79" Left
Degree of Curvature (Arc): 16°48'38.73"
 Length: 98.5179
Tangent: 49.6048
Chord: 98.1753
Middle Ordinate: 3.5534
External: 3.5909
Tangent Direction: N 75°08'26.85" E
Radial Direction: N 14°51'33.15" W
Chord Direction: N 66°51'35.96" E
Radial Direction: N 31°25'14.94" W
Tangent Direction: N 58°34'45.06" E

Element: Linear
 PT () 40+69.65 6999540.93 11826211.38
 PC () 41+19.84 6999552.81 11826260.13
Tangential Direction: N 76°18'39.42" E
Tangential Length: 50.1822

Element: Linear
 PT () 101+12.46 6999639.96 11826416.35
 PC () 101+27.54 6999643.00 11826431.12
Tangential Direction: N 78°23'38.19" E
Tangential Length: 15.0858

Element: Linear
 PT () 32+00.45 6999193.80 11825419.79
 PC () 32+49.82 6999205.33 11825467.79
Tangential Direction: N 76°29'48.20" E
Tangential Length: 49.3665

Element: Circular Curve C19
 PRC () 37+27.35 6999406.53 11825897.45
 PI () 37+62.89 6999425.05 11825927.77
 CC () 37+98.17 6999115.68 11826075.13
 PT () 37+98.17 6999436.93 11825961.27

Radius: 340.8280
Delta: 11°54'16.30" Right
Degree of Curvature (Arc): 16°48'38.73"
 Length: 70.8149
Tangent: 35.5354
Chord: 70.6876
Middle Ordinate: 1.8375
External: 1.8475
Tangent Direction: N 58°34'45.06" E
Radial Direction: N 31°25'14.94" W
Chord Direction: N 64°31'53.22" E
Radial Direction: N 19°30'58.63" W
Tangent Direction: N 70°29'01.37" E

Element: Circular Curve C22
 PC () 41+19.84 6999552.81 11826260.13
 PI () 41+54.15 6999560.93 11826293.47
 CC () 41+87.61 6999723.95 11826218.45
 PT () 41+87.61 6999580.97 11826321.32

Radius: 176.1425
Delta: 22°02'46.10" Left
Degree of Curvature (Arc): 32°31'41.08"
 Length: 67.7757
Tangent: 34.3122
Chord: 67.3584
Middle Ordinate: 3.2498
External: 3.3109
Tangent Direction: N 76°18'39.42" E
Radial Direction: N 13°41'20.58" W
Chord Direction: N 66°17'16.37" E
Radial Direction: N 35°44'06.68" W
Tangent Direction: N 54°15'53.32" E

Element: Circular Curve C25
 PC () 101+27.54 6999643.00 11826431.12
 PI () 101+54.44 6999648.41 11826457.47
 CC () 101+81.05 6999848.70 11826388.88
 PT () 101+81.05 6999660.29 11826416.61

Radius: 210.0000
Delta: 14°35'55.87" Left
Degree of Curvature (Arc): 27°17'01.34"
 Length: 53.5076
Tangent: 26.8995
Chord: 53.3630
Middle Ordinate: 1.7019
External: 1.7158
Tangent Direction: N 78°23'38.19" E
Radial Direction: N 11°36'21.81" W
Chord Direction: N 71°05'40.26" E
Radial Direction: N 26°12'17.68" W
Tangent Direction: N 63°47'42.32" E

Element: Circular Curve C16
 PC () 32+49.82 6999205.33 11825467.79
 PI () 32+72.97 6999210.74 11825490.30
 CC () 32+95.76 6999351.18 11825432.76
 PT () 32+95.76 6999222.68 11825510.14

Radius: 150.0000
Delta: 17°32'54.83" Left
Degree of Curvature (Arc): 38°11'49.87"
 Length: 45.9420
Tangent: 23.1523
Chord: 45.7627
Middle Ordinate: 1.7555
External: 1.7762
Tangent Direction: N 76°29'48.20" E
Radial Direction: N 13°30'11.80" W
Chord Direction: N 67°43'20.78" E
Radial Direction: N 31°03'06.63" W
Tangent Direction: N 58°56'53.37" E

Element: Linear
 PT () 37+98.17 6999436.93 11825961.27
 PC () 38+78.28 6999463.69 11826036.77
Tangential Direction: N 70°29'01.37" E
Tangential Length: 80.1080

Alignment Name: GST Trail Section 2 BL Final
Alignment Description:
 Alignment Style: Default

Station	Northing	Easting
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Element: Linear
 PT () 101+81.05 6999660.29 11826481.61
 PC () 102+63.87 6999696.86 11826555.92
Tangential Direction: N 63°47'42.32" E
Tangential Length: 82.8206

Element: Linear
 PT () 32+95.76 6999222.68 11825510.14
 PC () 34+94.81 6999325.35 11825680.67
Tangential Direction: N 58°56'53.37" E
Tangential Length: 199.0548

Element: Linear
 PT () 37+98.17 6999436.93 11825961.27
 PC () 38+78.28 6999463.69 11826036.77
Tangential Direction: N 70°29'01.37" E
Tangential Length: 80.1080

Element: Linear
 POB () 100+00.00 6999581.27 11826321.57
 PC () 100+46.28 6999605.24 11826361.16
Tangential Direction: N 58°48'06.56" E
Tangential Length: 46.2811

Element: Circular Curve C26
 PC () 102+63.87 6999696.86 11826555.92
 PI () 102+84.15 6999705.81 11826574.11
 CC () 103+04.27 6999526.39 11826639.82
 PT () 103+04.27 6999710.73 11826593.78

Radius: 190.0000
Delta: 12°10'56.40" Right
Degree of Curvature (Arc): 30°09'20.42"
 Length: 40.3982
Tangent: 20.2755
Chord: 40.3221
Middle Ordinate: 1.0727
External: 1.0788
Tangent Direction: N 63°47'42.32" E
Radial Direction: N 26°12'17.68" W
Chord Direction: N 69°53'10.52" E
Radial Direction: N 14°01'21.28" W
Tangent Direction: N 75°58'38.72" E

Element: Circular Curve C17
 PC () 34+94.81 6999325.35 11825680.67
 PI () 35+26.11 6999341.50 11825707.48
 CC () 35+56.99 6999136.88 11825794.15
 PT () 35+56.99 6999349.52 11825737.73

Radius: 350.0000
Delta: 7°43'45.10" Left
Degree of Curvature (Arc): 16°22'12.80"
 Length: 47.2150
Tangent: 23.6433
Chord: 47.1792
Middle Ordinate: 0.7959
External: 0.7977

Element: Circular Curve C20
 PC () 38+78.28 6999463.69 11826036.77
 PI () 39+01.92 6999471.59 11826059.06
 CC () 39+25.49 6999793.58 11825919.85
 PT () 39+25.49 6999482.41 11826080.08

Radius: 350.0000
Delta: 7°43'45.10" Left
Degree of Curvature (Arc): 16°22'12.80"
 Length: 47.2150
Tangent: 23.6433
Chord: 47.1792
Middle Ordinate: 0.7959
External: 0.7977

Element: Circular Curve C23
 PC () 100+46.28 6999605.24 11826361.16
 PI () 100+56.48 6999610.53 11826369.89
 CC () 100+66.56 6999669.35 11826322.34
 PRC () 100+66.56 6999617.95 11826376.88

Radius: 74.9485
Delta: 15°29'56.04" Left
Degree of Curvature (Arc): 76°26'48.70"
 Length: 20.2741
Tangent: 10.1993
Chord: 20.2123
Middle Ordinate: 0.6845



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FAIRFAX, VIRGINIA 22030
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CLIENT/PROJECT CITY OF FAIRFAX				NOT TO SCALE	ALN - 02
GEORGE T. SNYDER TRAIL				CONSTRUCTION ALIGNMENT DATA SHEET	
PROJECT NO: 18022		DATE: 02/05/2020			
NO.	DESCRIPTION	NAME	DATE	REVISIONS	

BY: \$USER\$

CONSTRUCTION ALIGNMENT DATA SHEET

Element: Linear			
PT	()	103+04.27	6999710.73
PC	()	103+84.19	6999730.09
Tangential Direction:		N 75°58'38.72" E	
Tangential Length:		79.9244	
Element: Circular Curve C27			
PC	()	103+84.19	6999730.09
PI	()	104+07.07	6999735.64
CC	()	104+26.53	6999773.75
PT	()	104+26.53	6999756.84
Radius:		45.0000	
Delta:		53°53'58.23" Left	
Degree of Curvature (Arc):		127°19'26.24"	
Length:		42.3326	
Tangent:		22.8790	
Chord:		40.7888	
Middle Ordinate:		4.8868	
External:		5.4821	
Tangent Direction:		N 75°58'38.72" E	
Radial Direction:		N 14°01'21.28" W	
Chord Direction:		N 49°01'39.61" E	
Radial Direction:		N 67°55'19.51" W	
Tangent Direction:		N 22°04'40.49" E	
Element: Linear			
PT	()	104+26.53	6999756.84
PC	()	104+44.29	6999773.30
Tangential Direction:		N 22°04'40.49" E	
Tangential Length:		17.7601	
Element: Circular Curve C28			
PC	()	104+44.29	6999773.30
PI	()	104+54.65	6999782.90
CC	()	104+64.99	6999833.43
PT	()	104+64.99	6999792.93
Radius:		160.0000	
Delta:		7°24'48.20" Left	
Degree of Curvature (Arc):		35°48'35.50"	
Length:		20.7021	
Tangent:		10.3655	
Chord:		20.6876	
Middle Ordinate:		0.3347	
External:		0.3354	
Tangent Direction:		N 22°04'40.49" E	
Radial Direction:		N 67°55'19.51" W	
Chord Direction:		N 18°22'16.39" E	
Radial Direction:		N 75°20'07.70" W	
Tangent Direction:		N 14°39'52.30" E	
Element: Linear			
PT	()	104+64.99	6999792.93
PC	()	104+82.66	6999810.03
Tangential Direction:		N 14°39'52.30" E	
Tangential Length:		17.6752	
Element: Circular Curve C29			
PC	()	104+82.66	6999810.03
PI	()	104+93.78	6999820.79
CC	()	105+04.88	6999761.93
PT	()	105+04.88	6999831.14
Radius:		190.0000	
Delta:		6°41'57.24" Right	
Degree of Curvature (Arc):		30°09'20.42"	
Length:		22.2155	
Tangent:		11.1204	
Chord:		22.2029	
Middle Ordinate:		0.3246	
External:		0.3252	
Tangent Direction:		N 14°39'52.30" E	
Radial Direction:		N 75°20'07.70" W	
Chord Direction:		N 18°00'50.92" E	
Radial Direction:		N 68°38'10.46" W	
Tangent Direction:		N 21°21'49.54" E	
Element: Linear			
PT	()	105+04.88	6999831.14
PC	()	105+33.42	6999857.72
Tangential Direction:		N 21°21'49.54" E	
Tangential Length:		28.5437	
Element: Circular Curve C30			

Element: Linear			
PT	()	105+33.42	6999857.72
PI	()	105+53.01	6999875.96
CC	()	105+70.07	6999873.02
PT	()	105+70.07	6999893.15
Radius:		42.0000	
Delta:		49°59'56.82" Left	
Degree of Curvature (Arc):		136°25'06.68"	
Length:		36.6513	
Tangent:		19.5845	
Chord:		35.4993	
Middle Ordinate:		3.9349	
External:		4.3417	
Tangent Direction:		N 21°21'49.54" E	
Radial Direction:		N 68°38'10.46" W	
Chord Direction:		N 3°38'08.87" W	
Radial Direction:		N 61°21'52.72" E	
Tangent Direction:		N 28°38'07.28" W	
Element: Linear			
PT	()	105+70.07	6999893.15
PC	()	105+84.30	6999905.64
Tangential Direction:		N 28°38'07.28" W	
Tangential Length:		14.2277	
Element: Circular Curve C31			
PC	()	105+84.30	6999905.64
PI	()	106+13.38	6999931.16
CC	()	106+35.17	6999925.77
PT	()	106+35.17	6999953.19
Radius:		42.0000	
Delta:		69°23'57.74" Right	
Degree of Curvature (Arc):		136°25'06.68"	
Length:		50.8724	
Tangent:		29.0818	
Chord:		47.8191	
Middle Ordinate:		7.4698	
External:		9.0857	
Tangent Direction:		N 28°38'07.28" W	
Radial Direction:		N 61°21'52.72" E	
Chord Direction:		N 6°03'51.59" E	
Radial Direction:		N 49°14'09.54" W	
Tangent Direction:		N 40°45'50.46" E	
Element: Linear			
PT	()	106+35.17	6999953.19
PC	()	106+53.42	6999967.01
Tangential Direction:		N 40°45'50.46" E	
Tangential Length:		18.2431	
Element: Circular Curve C32			
PC	()	106+53.42	6999967.01
PI	()	106+70.30	6999979.80
CC	()	106+86.80	6999908.24
PT	()	106+86.80	6999987.72
Radius:		90.0000	
Delta:		21°15'09.31" Right	
Degree of Curvature (Arc):		63°39'43.12"	
Length:		33.3835	
Tangent:		16.8858	
Chord:		33.1924	
Middle Ordinate:		1.5434	
External:		1.5704	
Tangent Direction:		N 40°45'50.46" E	
Radial Direction:		N 49°14'09.54" W	
Chord Direction:		N 51°23'25.11" E	
Radial Direction:		N 27°59'00.23" W	
Tangent Direction:		N 62°00'59.77" E	
Element: Linear			
PT	()	106+86.80	6999987.72
PC	()	107+05.22	6999996.36
Tangential Direction:		N 62°00'59.77" E	
Tangential Length:		18.4173	
Element: Circular Curve C33			
PC	()	107+05.22	6999996.36
PI	()	107+23.78	7000005.07
CC	()	107+42.87	7000060.87

Element: Linear			
PT	()	107+41.58	7000020.55
PC	()	107+41.58	7000020.55
Tangential Direction:		N 33°57'58.86" E	
Tangential Length:		0.0000	
Element: Circular Curve C34			
PC	()	107+41.58	7000020.55
PI	()	107+53.17	7000030.22
CC	()	107+64.57	6999980.24
PT	()	107+64.57	7000037.43
Radius:		73.0455	
Delta:		18°02'01.94" Right	
Degree of Curvature (Arc):		78°26'18.35"	
Length:		22.9911	
Tangent:		11.5914	
Chord:		22.8963	
Middle Ordinate:		0.9027	
External:		0.9140	
Tangent Direction:		N 33°29'55.89" E	
Radial Direction:		N 56°30'04.11" W	
Chord Direction:		N 42°30'56.86" E	
Radial Direction:		N 38°28'02.17" W	
Tangent Direction:		N 51°31'57.83" E	
Element: Linear			
PT	()	107+64.57	7000037.43
PC	()	108+40.55	7000084.69
Tangential Direction:		N 51°31'57.83" E	
Tangential Length:		75.9798	
Element: Circular Curve C35			
PC	()	108+40.55	7000084.69
PI	()	108+62.18	7000098.15
CC	()	108+83.47	7000194.31
PT	()	108+83.47	7000116.09
Radius:		140.0000	
Delta:		17°33'58.97" Left	
Degree of Curvature (Arc):		40°55'32.00"	
Length:		42.9228	
Tangent:		21.6311	
Chord:		42.7548	
Middle Ordinate:		1.6417	
External:		1.6612	
Tangent Direction:		N 51°31'57.83" E	
Radial Direction:		N 38°28'02.17" W	
Chord Direction:		N 42°44'58.34" E	
Radial Direction:		N 56°02'01.14" W	
Tangent Direction:		N 33°57'58.86" E	
Element: Linear			
PT	()	108+83.47	7000116.09
PC	()	108+84.97	7000117.34
Tangential Direction:		N 33°57'58.86" E	
Tangential Length:		1.5029	
Element: Circular Curve C36			
PC	()	108+84.97	7000117.34
PI	()	109+51.32	7000172.36
CC	()	110+14.68	6999977.66
PT	()	110+14.68	7000201.77
Radius:		250.0000	
Delta:		29°43'36.30" Right	
Degree of Curvature (Arc):		22°55'05.92"	
Length:		129.7074	
Tangent:		66.3488	
Chord:		128.2575	
Middle Ordinate:		8.3649	
External:		8.6545	

Element: Linear			
PT	()	110+14.68	7000201.77
PC	()	111+69.52	7000270.39
Tangential Direction:		N 63°41'35.15" E	
Tangential Length:		154.8449	
Element: Circular Curve C37			
PC	()	111+69.52	7000270.39
PI	()	112+14.19	7000290.19
CC	()	112+57.93	7000494.50
PT	()	112+57.93	7000322.63
Radius:		250.0000	
Delta:		20°15'37.62" Left	
Degree of Curvature (Arc):		22°55'05.92"	
Length:		88.4029	
Tangent:		44.6679	
Chord:		87.9430	
Middle Ordinate:		3.8974	
External:		3.9591	
Tangent Direction:		N 63°41'35.15" E	
Radial Direction:		N 26°18'24.85" W	
Chord Direction:		N 53°33'46.34" E	
Radial Direction:		N 46°34'02.47" W	
Tangent Direction:		N 43°25'57.53" E	
Element: Linear			
PT	()	112+57.93	7000322.63
PC	()	113+50.52	7000389.86
Tangential Direction:		N 43°25'57.53" E	
Tangential Length:		92.5898	
Element: Circular Curve C38			
PC	()	113+50.52	7000389.86
PI	()	113+93.32	7000420.94
CC	()	114+35.50	7000190.49
PT	()	114+35.50	7000442.20
Radius:		290.0000	
Delta:		16°47'27.43" Right	
Degree of Curvature (Arc):		19°45'25.80"	
Length:		84.9866	
Tangent:		42.8001	
Chord:		84.6829	
Middle Ordinate:		3.1077	
External:		3.1413	
Tangent Direction:		N 43°25'57.53" E	
Radial Direction:		N 46°34'02.47" W	
Chord Direction:		N 51°49'41.25" E	
Radial Direction:		N 29°46'35.04" W	
Tangent Direction:		N 60°13'24.96" E	
Element: Linear			
PT	()	114+35.50	7000442.20
PC	()	115+49.10	7000498.61
Tangential Direction:		N 60°13'24.96" E	
Tangential Length:		113.5998	
Element: Circular Curve C39			
PC	()	115+49.10	7000498.61
PI	()	115+84.90	7000516.39
CC	()	116+20.69	6998352.12
PT	()	116+20.69	7000533.26
Radius:		2473.0000	
Delta:		1°39'30.50" Right	
Degree of Curvature (Arc):		2°19'00.67"	
Length:		71.5829	
Tangent:		35.7940	
Chord:		71.5804	
Middle Ordinate:		0.2590	
External:		0.2590	
Tangent Direction:		N 60°13'24.96" E	
Radial Direction:		N 29°46'35.04" W	
Chord Direction:		N 61°03'10.21" E	
Radial Direction:		N 28°07'04.54" W	
Tangent Direction:		N 61°52'55.46" E	



NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT/PROJECT		
CITY OF FAIRFAX		
GEORGE T. SNYDER TRAIL		
PROJECT NO:	DATE:	SHEET:
18022	02/05/2020	11 OF 106

NOT TO SCALE	ALN - 03
CONSTRUCTION ALIGNMENT DATA SHEET	

BY: \$USER\$

PLOTTED: 04/15/2020

CONSTRUCTION ALIGNMENT DATA SHEET

Element: Linear
 PT () 116+20.69 700533.26 11827516.19
 PC () 117+94.04 700614.96 11827669.08
 Tangential Direction: N 61°52'55.46" E
 Tangential Length: 173.3539

Element: Circular Curve C40
 PC () 117+94.04 700614.96 11827669.08
 PI () 118+78.63 700654.83 11827743.69
 CC () 700517.94 11827720.92
 PT () 119+38.26 700592.96 11827801.37
 Radius: 110.0000
 Delta: 75°07'13.68" Right
 Degree of Curvature (Arc): 52°05'13.46"
 Length: 144.2209
 Tangent: 84.5898
 Chord: 134.1109
 Middle Ordinate: 22.8016
 External: 28.7640
 Tangent Direction: N 61°52'55.46" E
 Radial Direction: N 28°07'04.54" W
 Chord Direction: N 80°33'27.70" W
 Radial Direction: N 47°00'09.14" E
 Tangent Direction: N 42°59'50.86" W

Element: Circular Curve C42
 PC () 200+31.59 7000793.90 11828750.53
 PI () 200+72.98 7000781.92 11828790.14
 CC () 7000717.33 11828727.36
 PT () 201+07.98 7000742.66 11828803.25
 Radius: 80.0000
 Delta: 54°42'40.06" Right
 Degree of Curvature (Arc): 71°37'11.01"
 Length: 76.3911
 Tangent: 41.3894
 Chord: 73.5218
 Middle Ordinate: 8.9462
 External: 10.0726
 Tangent Direction: N 73°09'55.53" W
 Radial Direction: N 16°50'04.47" E
 Chord Direction: N 45°48'35.50" W
 Radial Direction: N 71°32'44.53" E
 Tangent Direction: N 18°27'15.47" W

Tangential Length: 139.6582

Element: Circular Curve C45
 PC () 204+75.98 7000437.68 11829002.40
 PI () 205+32.72 7000389.56 11829032.46
 CC () 7000495.95 11829095.70
 PT () 205+80.75 7000386.15 11829089.09
 Radius: 110.0000
 Delta: 54°34'12.42" Left
 Degree of Curvature (Arc): 52°05'13.46"
 Length: 104.7671
 Tangent: 56.7389
 Chord: 100.8519
 Middle Ordinate: 12.2390
 External: 13.7712
 Tangent Direction: N 31°59'08.48" W
 Radial Direction: N 58°00'51.52" E
 Chord Direction: N 59°16'14.69" W
 Radial Direction: N 3°26'39.10" E
 Tangent Direction: N 86°33'20.90" W

Element: Circular Curve C48
 PC () 208+99.58 7000293.41 11829381.05
 PI () 209+57.40 7000255.84 11829425.00
 CC () 7000238.67 11829334.27
 PT () 209+97.01 7000204.81 11829397.81
 Radius: 72.0000
 Delta: 77°32'14.04" Right
 Degree of Curvature (Arc): 79°34'38.90"
 Length: 97.4362
 Tangent: 57.8246
 Chord: 90.1695
 Middle Ordinate: 15.8630
 External: 20.3455
 Tangent Direction: N 49°28'53.20" W
 Radial Direction: N 40°31'06.80" E
 Chord Direction: N 10°42'46.18" W
 Radial Direction: N 61°56'39.16" W
 Tangent Direction: N 28°03'20.84" E

Element: Linear
 PT () 119+38.26 700592.96 11827801.37
 PI () 120+55.17 700507.46 11827881.09
 Tangential Direction: N 42°59'50.86" W
 Tangential Length: 116.9067

Element: Linear
 PT () 201+07.98 7000742.66 11828803.25
 PC () 201+54.35 7000698.67 11828817.92
 Tangential Direction: N 18°27'15.47" W
 Tangential Length: 46.3707

Element: Linear
 PT () 205+80.75 7000386.15 11829089.09
 PC () 206+73.96 7000380.66 11829182.12
 Tangential Direction: N 86°33'20.90" W
 Tangential Length: 93.1995

Element: Linear
 PT () 209+97.01 7000204.81 11829397.81
 PC () 210+46.31 7000161.31 11829374.62
 Tangential Direction: N 28°03'20.84" E
 Tangential Length: 49.2942

Element: Linear
 PI () 120+55.17 700507.46 11827881.09
 PI () 120+96.52 700491.61 11827919.29
 Tangential Direction: N 67°28'06.57" W
 Tangential Length: 41.3482

Element: Circular Curve C43
 PC () 201+54.35 7000698.67 11828817.92
 PI () 201+91.49 7000663.44 11828829.68
 CC () 7000746.15 11828960.21
 PT () 202+27.16 7000637.77 11828856.51
 Radius: 150.0000
 Delta: 27°48'42.31" Left
 Degree of Curvature (Arc): 38°11'49.87"
 Length: 72.8110
 Tangent: 37.1376
 Chord: 72.0983
 Middle Ordinate: 4.3962
 External: 4.5290
 Tangent Direction: N 18°27'15.47" W
 Radial Direction: N 71°32'44.53" E
 Chord Direction: N 32°21'36.62" W
 Radial Direction: N 43°44'02.22" E
 Tangent Direction: N 46°15'57.78" W

Element: Circular Curve C46
 PC () 206+73.96 7000380.66 11829182.12
 PI () 207+01.90 7000378.87 11829210.03
 CC () 6999691.80 11829140.67
 PT () 207+29.82 7000374.94 11829237.70
 Radius: 690.0000
 Delta: 4°38'22.44" Right
 Degree of Curvature (Arc): 8°18'13.45"
 Length: 55.8733
 Tangent: 27.9519
 Chord: 55.8580
 Middle Ordinate: 0.5655
 External: 0.5659
 Tangent Direction: N 86°33'20.90" W
 Radial Direction: N 3°26'39.10" E
 Chord Direction: N 84°14'09.68" W
 Radial Direction: N 8°05'01.54" E
 Tangent Direction: N 81°54'58.46" W

Element: Circular Curve C49
 PC () 210+46.31 7000161.31 11829374.62
 PI () 210+93.75 7000119.44 11829352.31
 CC () 7000102.05 11829485.82
 PT () 211+37.05 7000073.25 11829363.15
 Radius: 126.0000
 Delta: 41°15'57.78" Left
 Degree of Curvature (Arc): 45°28'22.23"
 Length: 90.7488
 Tangent: 47.4432
 Chord: 88.8000
 Middle Ordinate: 8.0821
 External: 8.6360
 Tangent Direction: N 28°03'20.84" E
 Radial Direction: N 61°56'39.16" W
 Chord Direction: N 7°25'21.95" E
 Radial Direction: N 76°47'23.06" E
 Tangent Direction: N 13°12'36.94" W

Element: Linear
 PI () 120+96.52 700491.61 11827919.29
 PI () 121+33.84 700492.28 11827956.60
 Tangential Direction: N 88°58'54.39" E
 Tangential Length: 37.3200

Element: Linear
 PT () 121+33.84 700492.28 11827956.60
 PC () 123+01.42 700528.39 11828120.25
 Tangential Direction: N 77°33'18.66" E
 Tangential Length: 167.5814

Element: Linear
 PT () 207+29.82 7000374.94 11829237.70
 PC () 207+64.63 7000370.05 11829272.16
 Tangential Direction: N 81°54'58.46" W
 Tangential Length: 34.8103

Element: Linear
 PT () 211+37.05 7000073.25 11829363.15
 PC () 211+87.10 7000024.53 11829374.59
 Tangential Direction: N 13°12'36.94" W
 Tangential Length: 50.0439

Element: Linear
 PI () 121+33.84 700492.28 11827956.60
 PC () 123+01.42 700528.39 11828120.25
 Tangential Direction: N 77°33'18.66" E
 Tangential Length: 167.5814

Element: Linear
 PT () 202+27.16 7000637.77 11828856.51
 PC () 202+61.55 7000614.00 11828881.36
 Tangential Direction: N 46°15'57.78" W
 Tangential Length: 34.3892

Element: Linear
 PT () 207+29.82 7000374.94 11829237.70
 PC () 207+64.63 7000370.05 11829272.16
 Tangential Direction: N 81°54'58.46" W
 Tangential Length: 34.8103

Element: Linear
 PT () 211+37.05 7000073.25 11829363.15
 PC () 211+87.10 7000024.53 11829374.59
 Tangential Direction: N 13°12'36.94" W
 Tangential Length: 50.0439

Element: Circular Curve C41
 PC () 123+01.42 700528.39 11828120.25
 PI () 123+43.60 700537.48 11828161.44
 CC () 700586.98 11828107.32
 PT () 123+74.95 700579.32 11828166.82
 Radius: 60.0000
 Delta: 70°12'58.79" Left
 Degree of Curvature (Arc): 95°29'34.68"
 Length: 73.5304
 Tangent: 42.1815
 Chord: 69.0146
 Middle Ordinate: 10.9159
 External: 13.3436
 Tangent Direction: N 77°33'18.66" E
 Radial Direction: N 12°26'41.34" W
 Chord Direction: N 42°26'49.26" E
 Radial Direction: N 82°39'40.13" W
 Tangent Direction: N 7°20'19.87" E

Element: Linear
 PT () 202+27.16 7000637.77 11828856.51
 PC () 202+61.55 7000614.00 11828881.36
 Tangential Direction: N 46°15'57.78" W
 Tangential Length: 34.3892

Element: Linear
 PT () 207+29.82 7000374.94 11829237.70
 PC () 207+64.63 7000370.05 11829272.16
 Tangential Direction: N 81°54'58.46" W
 Tangential Length: 34.8103

Element: Linear
 PT () 211+37.05 7000073.25 11829363.15
 PC () 211+87.10 7000024.53 11829374.59
 Tangential Direction: N 13°12'36.94" W
 Tangential Length: 50.0439

Element: Linear
 PT () 123+74.95 700579.32 11828166.82
 POE () 123+81.93 700586.25 11828167.72
 Tangential Direction: N 7°20'19.87" E
 Tangential Length: 6.9851

Element: Circular Curve C44
 PC () 202+61.55 7000614.00 11828881.36
 PI () 202+99.13 7000588.02 11828908.52
 CC () 7000397.23 11828673.21
 PT () 203+36.32 7000556.14 11828928.42
 Radius: 300.0000
 Delta: 14°16'49.30" Right
 Degree of Curvature (Arc): 19°05'54.94"
 Length: 74.7718
 Tangent: 37.5806
 Chord: 74.5784
 Middle Ordinate: 2.3265
 External: 2.3447
 Tangent Direction: N 46°15'57.78" W
 Radial Direction: N 43°44'02.22" E
 Chord Direction: N 39°07'33.13" W
 Radial Direction: N 58°00'51.52" E
 Tangent Direction: N 31°59'08.48" W

Element: Circular Curve C47
 PC () 207+64.63 7000370.05 11829272.16
 PI () 207+87.90 7000366.78 11829295.20
 CC () 7000290.84 11829260.91
 PT () 208+09.92 7000351.66 11829312.89
 Radius: 80.0000
 Delta: 32°26'05.26" Right
 Degree of Curvature (Arc): 71°37'11.01"
 Length: 45.2875
 Tangent: 23.2685
 Chord: 44.6852
 Middle Ordinate: 3.1833
 External: 3.3152
 Tangent Direction: N 81°54'58.46" W
 Radial Direction: N 8°05'01.54" E
 Chord Direction: N 65°41'55.83" W
 Radial Direction: N 40°31'06.80" E
 Tangent Direction: N 49°28'53.20" W

Element: Circular Curve C50
 PC () 211+87.10 7000024.53 11829374.59
 PI () 212+06.86 7000005.30 11829379.10
 CC () 7000038.25 11829433.00
 PT () 212+25.27 6999992.51 11829394.16
 Radius: 60.0000
 Delta: 36°27'09.63" Left
 Degree of Curvature (Arc): 95°29'34.68"
 Length: 38.1732
 Tangent: 19.7576
 Chord: 37.5326
 Middle Ordinate: 3.0103
 External: 3.1693
 Tangent Direction: N 13°12'36.94" W
 Radial Direction: N 76°47'23.06" E
 Chord Direction: N 31°26'11.75" W
 Radial Direction: N 40°20'13.43" E
 Tangent Direction: N 49°39'46.57" W

Alignment Name: GST Trail Section 3 BL Final
 Alignment Description:
 Alignment Style: Default

Station	Northing	Easting
---------	----------	---------

Element: Linear
 PT () 203+36.32 7000556.14 11828928.42
 PC () 204+75.98 7000437.68 11829002.40
 Tangential Direction: N 31°59'08.48" W

Element: Circular Curve C47
 PC () 207+64.63 7000370.05 11829272.16
 PI () 207+87.90 7000366.78 11829295.20
 CC () 7000290.84 11829260.91
 PT () 208+09.92 7000351.66 11829312.89
 Radius: 80.0000
 Delta: 32°26'05.26" Right
 Degree of Curvature (Arc): 71°37'11.01"
 Length: 45.2875
 Tangent: 23.2685
 Chord: 44.6852
 Middle Ordinate: 3.1833
 External: 3.3152
 Tangent Direction: N 81°54'58.46" W
 Radial Direction: N 8°05'01.54" E
 Chord Direction: N 65°41'55.83" W
 Radial Direction: N 40°31'06.80" E
 Tangent Direction: N 49°28'53.20" W

Element: Linear
 PT () 211+37.05 7000073.25 11829363.15
 PC () 211+87.10 7000024.53 11829374.59
 Tangential Direction: N 13°12'36.94" W
 Tangential Length: 50.0439

Element: Linear
 POB () 200+00.00 7000803.05 11828720.29
 PC () 200+31.59 7000793.90 11828750.53
 Tangential Direction: N 73°09'55.53" W
 Tangential Length: 31.5900

Element: Linear
 PT () 208+09.92 7000351.66 11829312.89
 PC () 208+99.58 7000293.41 11829381.05
 Tangential Direction: N 49°28'53.20" W
 Tangential Length: 89.6559

Element: Linear
 PT () 212+25.27 6999992.51 11829394.16
 PC () 212+41.57 6999981.96 11829406.59
 Tangential Direction: N 49°39'46.57" W
 Tangential Length: 16.3016



NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT/PROJECT
CITY OF FAIRFAX
GEORGE T. SNYDER TRAIL

PROJECT NO: **18022** DATE: **02/05/2020** SHEET: **12 OF 106**

NOT TO SCALE ALN - 04

**CONSTRUCTION ALIGNMENT
 DATA SHEET**

CONSTRUCTION ALIGNMENT DATA SHEET

Element: Circular Curve C51
 PC () 212+41.57 6999981.96 11829406.59
 PI () 212+51.73 6999975.38 11829414.33
 CC () 7000016.51 11829435.93
 PRC () 212+61.56 6999972.74 11829424.14
 Radius: 45.3299
 Delta: 25°15'40.89" Left
 Degree of Curvature (Arc): 126°23'50.65"
 Length: 19.9857
 Tangent: 10.1579
 Chord: 19.8242
 Middle Ordinate: 1.0970
 External: 1.1242
 Tangent Direction: N 49°39'46.57" W
 Radial Direction: N 40°20'13.43" E
 Chord Direction: N 62°17'37.01" W
 Radial Direction: N 15°04'32.54" E
 Tangent Direction: N 74°55'27.46" W

Degree of Curvature (Arc): 20°27'46.00"
 Length: 58.4665
 Tangent: 29.3400
 Chord: 58.3604
 Middle Ordinate: 1.5247
 External: 1.5330
 Tangent Direction: N 15°55'27.87" E
 Radial Direction: N 74°04'32.13" W
 Chord Direction: N 9°56'32.89" E
 Radial Direction: N 86°02'22.10" W
 Tangent Direction: N 3°57'37.90" E

Element: Linear
 PT () 303+78.16 6999955.35 11823854.11
 POE () 304+57.11 7000034.11 11823859.57
 Tangential Direction: N 3°57'37.90" E
 Tangential Length: 78.9554

Element: Circular Curve C52
 PRC () 212+61.56 6999972.74 11829424.14
 PI () 212+80.37 6999967.85 11829442.30
 CC () 6999928.97 11829412.35
 PT () 212+97.21 6999951.54 11829451.06
 Radius: 45.3299
 Delta: 45°03'56.49" Right
 Degree of Curvature (Arc): 126°23'50.65"
 Length: 35.6540
 Tangent: 18.8067
 Chord: 34.7420
 Middle Ordinate: 3.4605
 External: 3.7465
 Tangent Direction: N 74°55'27.46" W
 Radial Direction: N 15°04'32.54" E
 Chord Direction: N 52°23'29.22" W
 Radial Direction: N 60°08'29.03" E
 Tangent Direction: N 29°51'30.97" W

Alignment Name: GST Trail Section 1 BL Ranger Rd

Alignment Description:

Alignment Style: Default

		Station	Northing	Easting
Element: Linear				
POB ()		300+00.00	6999585.45	11823864.26
PI ()		301+25.25	6999710.71	11823864.65
Tangential Direction:		N 0°10'44.15" E		
Tangential Length:		125.2540		
Element: Linear				
PI ()		301+25.25	6999710.71	11823864.65
PI ()		302+05.86	6999785.43	11823834.40
Tangential Direction:		N 22°02'22.63" W		
Tangential Length:		80.6102		
Element: Linear				
PI ()		302+05.86	6999785.43	11823834.40
PI ()		302+83.46	6999863.03	11823834.10
Tangential Direction:		N 0°13'22.54" W		
Tangential Length:		77.6004		
Element: Linear				
PI ()		302+83.46	6999863.03	11823834.10
PC ()		303+19.69	6999897.86	11823844.04
Tangential Direction:		N 15°55'27.87" E		
Tangential Length:		36.2257		
Element: Circular Curve C53				
PC ()		303+19.69	6999897.86	11823844.04
PI ()		303+49.03	6999926.08	11823852.09
CC ()		6999974.69	11823574.78	
PT ()		303+78.16	6999955.35	11823854.11
Radius:		280.0000		
Delta:		11°57'49.97" Left		



11320 RANDOM HILLS ROAD, SUITE 600
 FAIRFAX, VIRGINIA 22030
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 FAX (703) 263-1221



NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT/PROJECT
 CITY OF FAIRFAX
 GEORGE T. SNYDER TRAIL
 PROJECT NO: 18022 DATE: 02/05/2020 SHEET: 13 OF 106

NOT TO SCALE ALN - 05
 CONSTRUCTION ALIGNMENT
 DATA SHEET

BY: \$USER\$

PLOTTED: 04/28/2020

GRADING

- G - 1 The grade line denotes top of finished pavement unless shown otherwise on typical sections or plans.
- G - 3 Earthwork quantities on this project are based on anticipated settlement and may require adjusting during construction. Payment will be made only for quantities actually moved.
- G - 4 The cost of removal of all existing concrete items located in the area to be graded, including, but not limited to the following, shall be included in the price bid for regular excavation: curb and gutter, curb, sidewalk, entrances, median, concrete pipe, paved ditches, end walls, drop inlets, manholes.
- G - 5 The excavation of unsuitable material as specified on these plans is based on previously conducted subsurface soil investigation. If, during construction, it is deemed necessary to change the depth more than one foot, or the limits of such excavation, such change is to be made at the direction of the Engineer and measurement and payment shall be made in accordance with Section 303 of the applicable VDOT Road and Bridge Specifications.
- G - 6 The borrow material for this project used within 2 feet of the pavement shall be a minimum CBR 3.2 or as approved by the Materials Engineer. All borrow materials should be a liquid limit (LL) value of less than 45 and plasticity index (PI) value of less than 25 in their natural state.
- G - 7 Material from regular excavation which is suitable for stabilization with hydraulic cement (lime) shall be placed in the top portion of the subgrade.

DRAINAGE

- D - 1 The horizontal location of all drainage structures shown on these plans is approximate only, with the exception of structures showing specific stations, special design bridges and storm sewer systems.
- D - 2 The horizontal location and invert elevations shown for proposed culverts and storm sewer outfall pipes are based on existing survey data and required design criteria. If during construction, it is found that the horizontal location or invert elevations shown on the plans differ significantly from the horizontal location or elevations of the stream or swale in which the culvert or storm sewer outfall pipe is to be placed, the Engineer shall confer with, and get approval from, the City of Fairfax Engineer before installing the culvert or storm sewer outfall pipe.
- D - 3 The "H" dimensions shown on plans for drop inlets and junction boxes and the "L.F." dimensions shown for manholes are for estimating purposes and are based on the proposed invert elevations shown for the structure and the anticipated top (rim) elevation based on existing or proposed finished grade. The actual "H" or "L.F." dimensions are to be determined by the contractor from field conditions.
- D - 6 Pipes shall conform to any of the allowable types shown on sheet number ****(**)** within the applicable height of cover limitations. For strength, sheet thickness, or class designation; available sizes; height of cover limitations; and other restrictions for a particular pipe type or height of cover, see the VDOT Road and Bridge Standard PC-1. Structural plate pipe may be substituted for corrugated pipe of the same size, provided the substitution complies with the applicable sections of the VDOT Road and Bridge Standards PC-1.
- D - 8 Where open joint pipe is to be used, no joint shall be opened a distance exceeding 25% of the spigot length. Sealing of the pipe joint shall be in accordance with Section 302 of the applicable VDOT Road and Bridge Specifications.

DRAINAGE (Cont.)

- D - 9 A pipe joint length different from that stated on the plans may be used. An adjustment in the percentage of open joint (not to exceed 25% of the spigot length) or amount of bevel shall be made that will obtain the radius stated on the plans. Extra payment for this adjustment will not be allowed. The proposed adjustment shall be approved by the Engineer prior to installation of the pipe line.
- D - 10 The proposed riprap may be omitted by the Engineer if the slope designated for placement of riprap is found to be comprised of solid rock or closely consolidated boulders with soundness, size and weight equal to, or exceeding, the specifications for the proposed riprap.
- D - 11 The proposed granular filter blanket for the proposed riprap may be omitted by the Engineer if the slope on which it is to be placed is found to be comprised of material which is coarser than that specified for the proposed granular filter blanket.
- D - 12 All existing drainage facilities labeled "To Be Abandoned" shall be left in place, backfilled and plugged in accordance with the VDOT Road and Bridge Standard PP-1. Basis of Payment will be C.Y. of Flowable Backfill.
- D - 13 Existing drainage facilities being utilized as a part of the drainage system, and designated on the plans "To Be Cleaned Out" shall be cleaned as directed by the Engineer. The cost incidental to this shall be included in the contract price for other items.
- D - 14 Proposed drop inlets with a height (H) less than the standard minimum shown in the VDOT Road and Bridge Standards shall be considered and paid for as Standard Drop Inlets for the type specified.
- D - 16 When CG-6 or CG-7 is specified on a radius (such as at a street intersection), the Engineer may approve a decrease in the cross slope of the gutter to facilitate proper drainage.
- D - 17 S't.d. SL-1 Safety Slab locations are based on the assumed use of precast structures. If cast-in-place structures are utilized, and the interior chamber dimensions (length and width, or diameter) are less than 4 feet, the safety slabs shall be installed.

PAVEMENT

- P - 2 The pavement materials on this project will be paid for on a tonnage basis. The weight will vary in accordance with the specific gravity of the aggregates and the asphaltic content of the mix actually used to secure the design depth. The weight of the asphalt concrete is based on 95% of the theoretical maximum density.

INCIDENTALS

- I - 7 Where standard slope roundoffs would damage trees, bushes or other desirable vegetation, they shall be omitted when so ordered by the Engineer.
- I - 8A Clearing and grubbing shall be confined to those areas needed for construction. No trees or shrubs in ungraded areas shall be cut without the permission of the Engineer.
- I - 9 When no centerline alignment is shown for a proposed entrance, the entrance shall be constructed in the same location as the existing entrance.
- I - 16 The "underground utilities" survey data on this project has been provided by consultant and copies are available from the Department.

INCIDENTALS (Cont.)

- I - 17 For method of constructing Straight-Line Taper Lanes in curb and/or curb and gutter sections, see typical details on Sheet ***(*)**.
- I - 18 All pavement markings and traffic flow arrows shown on the roadway construction plans are schematic only. The actual location and application of pavement markings shall be in accordance with Section 704 of the applicable VDOT Road and Bridge Specifications, MUTCD, sequence of construction/traffic control plans, pavement marking plan sheets **** thru **(**)** and as directed by the Engineer.
- I - 20 The Official Electronic Jif Version of the plans will override the paper copies or prints of specific layers.
- Portions of this assembly have been CADD generated. To assist in construction of the project electronic files will be available to the prime contractor during bids and after award of the contract.
- I - 21 All electronic plan assemblies will include the construction plans in two formats: Jif files and MicroStation format (.dgn) files. Only the Jif files will be considered as part of the official plan assembly.
- The MicroStation format (.dgn) files are furnished only as information for the contractor. These plans are developed in layers (levels) to aid in readability. However, the construction items may or may not be in the proper layering scheme as described in the VDOT CADD Manual. The MicroStation files will only match the scanned files if all levels are turned on. A MicroStation Software license is required to be able to read these files.

EROSION AND SEDIMENT CONTROL (ESC)

- E - 1 The temporary erosion and siltation control items shown on the E&S Control Plan are intended to provide a general plan for controlling erosion and siltation within the project limits. The E&S Control Plan is based on field conditions at the time of plan development and as assumed sequence of construction. The contractor, in conjunction with the Project Engineer and/or Environmental Monitor, shall adjust the location, quantity and type of erosion and siltation control items required based on the actual field conditions encountered at the time of construction and the selected sequence of construction.
- E - 2 The areas beyond the project's construction area are to be protected from siltation. Perimeter controls such as filter barrier, silt fence, diversion dikes, turbidity curtains, etc. shall be installed prior to any grubbing operations or other earth moving activities.

STORMWATER MANAGEMENT

- S - 1 CLEARING AND GRUBBING OF SWM BASIN SITE - The area where the dam is to be constructed and the area upstream of the dam, to an elevation equal to the crest of the dam (maximum ponded water elevation), shall be cleared and grubbed in accordance with Section 301 of the applicable VDOT Road and Bridge Specifications.

MAINTENANCE OF TRAFFIC

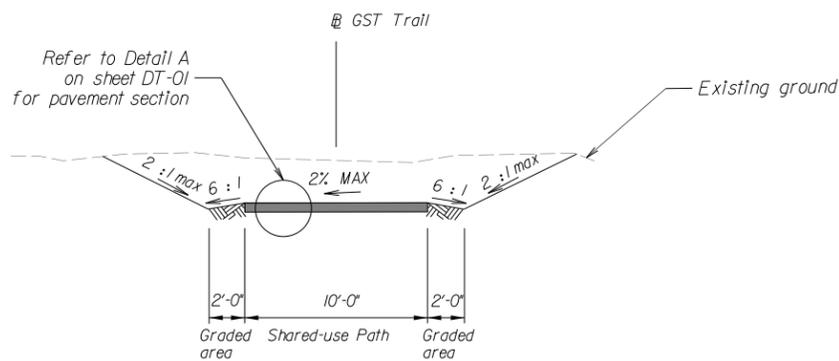
- Maintenance of traffic during construction shall be in accordance with section 104.04 of the 2016 VDOT Road and Bridge Specifications.
- There will be no lane closures during rush hours (5:30 AM to 9:00 AM and 3:30 PM to 6:00 PM) unless otherwise directed by the Engineer.
- Lane closures or work that restricts traffic flow will not be permitted on Saturdays, Sundays & holidays from noon the day before a holiday until noon the day after a holiday unless approved by the Engineer. When a holiday falls on a Friday, lane closures will not be permitted from noon on Thursday until noon on Monday. When a holiday falls on a Monday, lane closures are not permitted from noon on Friday until noon on Tuesday.
- Once the surface course is placed, no equipment exceeding 4 tons is to be put on the trail and must be approved by the Engineer.



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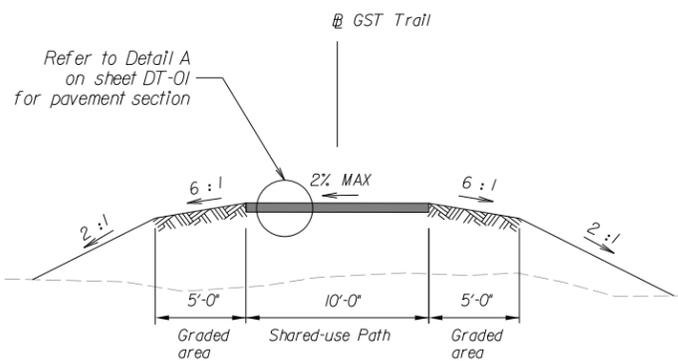


				CLIENT/PROJECT CITY OF FAIRFAX		NOT TO SCALE	GN - 01
				GEORGE T. SNYDER TRAIL		GENERAL NOTES	
				PROJECT NO: 18022	DATE: 02/05/2020		
NO.	DESCRIPTION	NAME	DATE				
REVISIONS							



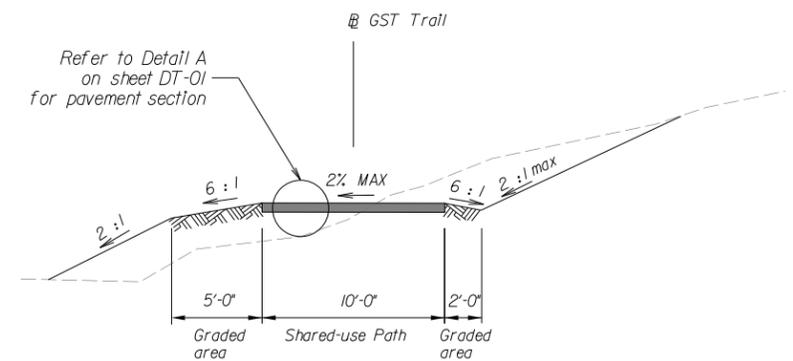
George T. Snyder Trail

STATION TO	STATION
0+00	4+00
30+00	31+25
33+00	34+50
37+00	38+40
303+50	304+57



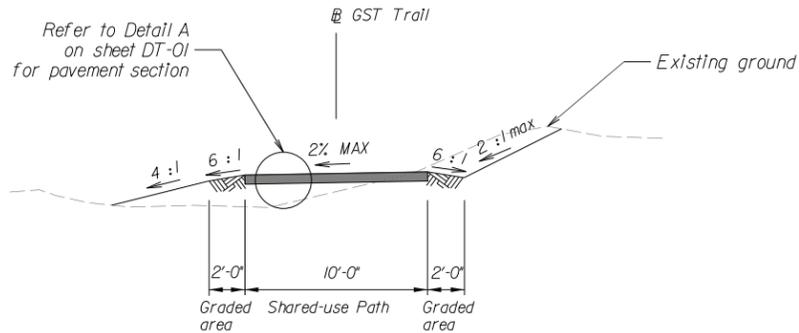
George T. Snyder Trail

STATION TO	STATION
20+00	22+00
24+25	25+25
31+50	32+50
120+25	123+50
207+25	208+10



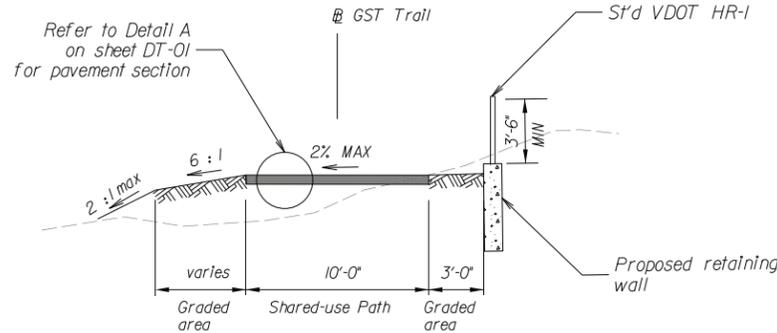
George T. Snyder Trail

STATION TO	STATION
109+50	114+25



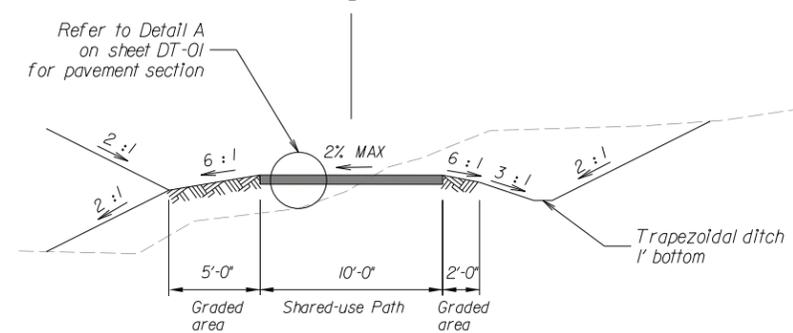
George T. Snyder Trail

STATION TO	STATION
4+00	8+50
10+50	13+50
35+25	37+00
200+00	202+00



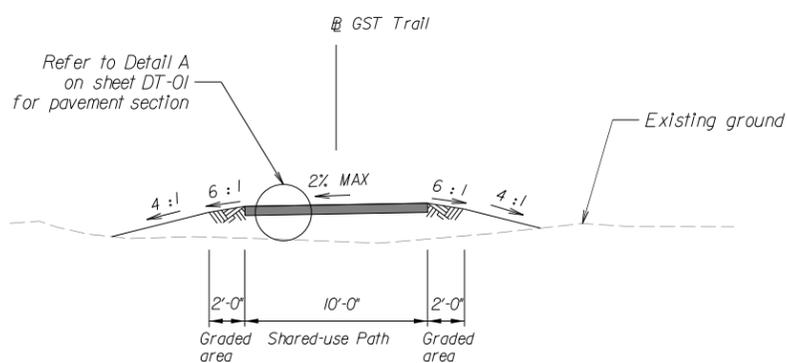
George T. Snyder Trail

STATION TO	STATION
25+25	30+00
209+00	210+25



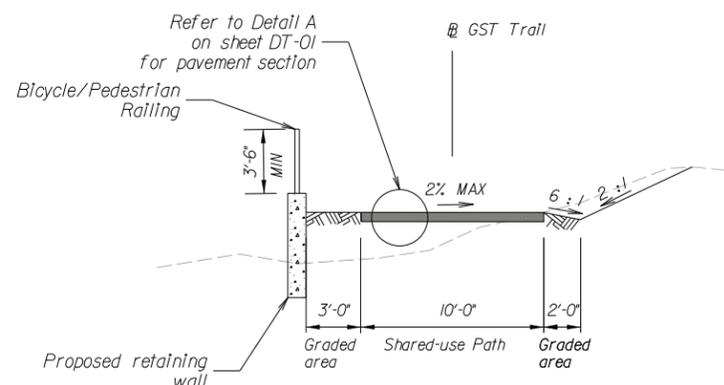
George T. Snyder Trail

STATION TO	STATION
115+00	118+00



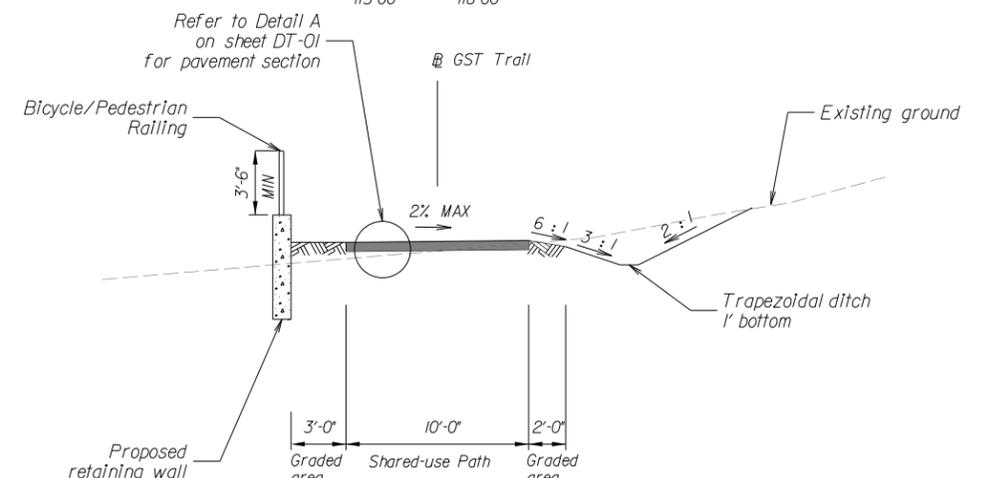
George T. Snyder Trail

STATION TO	STATION
8+50	10+50
14+00	20+00
22+00	24+25
202+00	207+25



George T. Snyder Trail

STATION TO	STATION
34+50	35+25



George T. Snyder Trail

STATION TO	STATION
118+00	120+25

Notes:
 1. See plans for shared-use path pavement widths and locations.
 2. All station limits are approximate.



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 FAX (703) 263-1221



George T. Snyder Trail
 STATION TO STATION
 210+25 - 212+50

NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT/PROJECT
 CITY OF FAIRFAX
 GEORGE T. SNYDER TRAIL

PROJECT NO: 18022
 DATE: 02/05/2020
 SHEET: 15 OF 106

NTS

TS-01

TRAIL TYPICAL SECTIONS

Structure number Structure details

A In Pl. SMH
Rim = 347.65'
In Pl. 6" Iron Pipe
(a) Inv. In = 339.75'
In Pl. 8" Iron Pipe
(b) Inv. In = 339.25'
In Pl. 8" Iron Pipe
Inv. Out = 339.15'

B In Pl. SMH
Rim = 335.74'
Inv. In = 328.62'
In Pl. 10" Iron Pipe
Inv. Out = 327.90'

C In Pl. SMH
Rim = 333.78'
Inv. In = 326.63'
In Pl. 10" Iron Pipe
Inv. Out = 326.50'

D In Pl. SMH
Rim = 333.17'
In Pl. 8" Iron Pipe
(a) Inv. In = 325.22'
(b) Inv. In = 324.97'
In Pl. 10" Iron Pipe
Inv. Out = 324.92'

E In Pl. SMH
Rim = 338.10'
(a) Inv. In = 327.20'
(b) Inv. In = 323.75'
In Pl. 21" Conc. Pipe
Inv. Out = 323.70'

F In Pl. SMH
Rim = 341.50'
(a) Inv. In = 330.38'
(b) Inv. In = 330.35'
In Pl. 10" Plastic Pipe
Inv. Out = 330.20'

G In Pl. SMH
Rim = 339.86'
In Pl. 8" Conc. Pipe
(a) Inv. In = 327.71'
In Pl. 21" Conc. Pipe
(b) Inv. In = 327.06'
In Pl. 21" Conc. Pipe
Inv. Out = 327.01'

Structure number Structure details

H In Pl. SMH
Rim = 331.25'
Inv. In = 324.50'
In Pl. 10" Iron Pipe
Inv. Out = 324.30'

I In Pl. SMH
Rim = 333.72'
(a) Inv. In = 323.57'
(b) Inv. In = 322.07'
In Pl. 21" Conc. Pipe
Inv. Out = 322.00'

J No Structure Found
(Possibly Abandoned)

K In Pl. SMH
Rim = 340.49'
In Pl. 8" Plastic Pipe
(a) Inv. In = 325.16'
In Pl. 15" Conc. Pipe
(b) Inv. In = 318.37'
In Pl. 15" Conc. Pipe
Inv. Out = 318.29'

L In Pl. SMH
Rim = 326.97'
(a) Inv. In = 316.69'
In Pl. 21" Conc. Pipe
(b) Inv. In = 317.51'
In Pl. 24" Conc. Pipe
Inv. Out = 316.55'

M In Pl. SMH
Rim = 327.76'
(Possibly Abandoned)
(Surcharged)
Inverts Not Visible

N In Pl. SMH
Rim = 321.28'
(a) Inv. In = 308.36'
In Pl. 24" Conc. Pipe
(b) Inv. In = 308.74'
In Pl. 33" Conc. Pipe
Inv. Out = 308.20'

O In Pl. SMH
Rim = 321.30'
Inv. In = 309.37'
In Pl. 30" Conc. Pipe
Inv. Out = 309.06'

Structure number Structure details

P In Pl. SMH
Rim = 341.39'
In Pl. 6" Plastic
(a) Inv. In = 329.29'
In Pl. 6" Plastic
(b) Inv. In = 333.79'
In Pl. 30" Conc. Pipe
(c) Inv. In = 311.5' +/-
In Pl. 30" Conc. Pipe
Inv. Out = 311.5' +/-

Q In Pl. SMH
Rim = 318.10'
Inv. In = 310.43'
In Pl. 8" Iron Pipe
Inv. Out = 310.22'

R In Pl. SMH
Rim = 319.32'
In Pl. 4" Plastic Pipe
Inv. In = 311.87'
In Pl. 8" Iron Pipe
Inv. Out = 311.42'

S In Pl. SMH
Rim = 309.34'
In Pl. 4" Unknown
Inv. In = 298.14'
In Pl. 15" Iron Pipe
Inv. In = 296.93'
In Pl. 15" Iron Pipe
Inv. Out = 296.89'

T In Pl. SMH
Rim = 308.21'
In Pl. Plug
Inv. In = Inaccessible
In Pl. 15" Iron Pipe
Inv. In = 294.46'
In Pl. 15" Conc. Pipe
Inv. Out = 294.34'

U In Pl. SMH
Rim = 305.70'
In Pl. 15" Iron Pipe
Inv. In = 293.21'
In Pl. 15" Conc. Pipe
(Apparently Abandoned)
Inv. Out = 293.43'
In Pl. 18" Conc. Pipe
Inv. Out = 292.40'

V In Pl. SMH
Rim = 303.90'
(Structure Is Surcharged
And Full Of Dirt)
Inverts Not Visible
BOS = 292.05'

Structure number Structure details

W In Pl. SMH
Rim = 305.74'
In Pl. 21" Conc. Pipe
Inv. In = 293.62'
In Pl. 36" Conc. Pipe
Inv. In = 292.69'
In Pl. 36" Conc. Pipe
Inv. Out = 292.17'

X In Pl. SMH
Rim = 304.28'
In Pl. 18" Conc. Pipe
Inv. In = Inaccessible
In Pl. 36" Conc. Pipe
Inv. In = Inaccessible
In Pl. 36" Conc. Pipe
Inv. Out = Inaccessible
Bottom Of Structure = 290.68'

Y In Pl. SMH
Rim = 302.77'
(a) Inv. In = 290.21'
(b) Inv. In = 289.93'
In Pl. 36" Conc. Pipe
Inv. Out = 289.89'

Z In Pl. SMH
Rim = 304.02'
Inv. In = 294.72'
In Pl. 8" Unknown
Inv. Out = 294.66'

AA In Pl. SMH
Rim = 318.87'
In Pl. 8" Unknown
Inv. In = 308.17'
In Pl. 8" Unknown
Inv. Out = 308.01'

BB In Pl. SMH
Rim = 303.94'
Inv. In = 288.54'
In Pl. 36" Conc. Pipe
Inv. Out = 288.50'

CC In Pl. SMH
Rim = 305.25'
(a) Inv. In = 287.75'
(b) Inv. In = 287.05'
In Pl. 36" Conc. Pipe
Inv. Out = 286.85'

Structure number Structure details

DD In Pl. SMH
Rim = 300.79'
In Pl. 10" Iron Pipe
(a) Inv. In = 288.97'
(b) Inv. In = 288.73'
In Pl. 21" Iron Pipe
Inv. Out = 288.49'

EE In Pl. SMH
Rim = 303.21'
In Pl. 10" Iron Pipe
(a) Inv. In = 292.55'
In Pl. 10" Iron Pipe
(b) Inv. In = 292.83'
In Pl. 15" Iron Pipe
(c) Inv. In = 292.21'
In Pl. 18" Iron Pipe
Inv. Out = 292.11'

FF In Pl. SMH
Rim = 304.31'
(a) Inv. In = 288.41'
(b) Inv. In = 287.66'
(c) Inv. In = 286.66'
In Pl. 36" Conc. Pipe
Inv. Out = 286.51'

GG In Pl. SMH
Rim = 301.84'
In Pl. 4" Unknown
(a) Inv. In = 290.51'
In Pl. Unknown
(b) Inv. In = 289.73'
In Pl. 21" Iron Pipe
Inv. Out = 289.69'

HH In Pl. SMH
Rim = 302.16'
In Pl. 8" Iron Pipe
Inv. In = 289.72'
In Pl. 8" Iron Pipe
Inv. Out = 289.52'

II In Pl. SMH
Rim = 304.59'
Inaccessible

JJ In Pl. SMH
Rim = 307.04
Inv. In = 285.08
In Pl. 42" Conc. Pipe
Inv. Out = 285.04

KK In Pl. SMH
Rim = 299.19'



11320 RANDOM HILLS ROAD, SUITE 600
FAIRFAX, VIRGINIA 22030
TEL. (703) 263-1220
FAX (703) 263-1221



NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT/PROJECT CITY OF FAIRFAX		PROJECT NO: 18022	
GEORGE T. SNYDER TRAIL		DATE: 02/05/2020	
SHEET: 16 OF 106		NOT TO SCALE	

DR - 03b
EXISTING DRAINAGE STRUCTURES SUMMARY

BY: \$USER\$

PLOTTED: 04/27/2020

PLAN SHEET PL-02

01-1 1 ST'D XX" EW-I REQ'D
X.XX TONS EC-I CLASS I REQ'D
INV. = XX.XX

01-1 01-2 24' - X" CONC. PIPE REQ'D
COVER = X.X'
UPPER INV. = XX.XX, LOWER INV. = XX.XX

01-2 1 ST'D XX" EW-I REQ'D
X.XX TONS EC-I CLASS I REQ'D
INV. = XX.XX

01-3 1 ST'D XX" EW-I REQ'D
X.XX TONS EC-I CLASS I REQ'D
INV. = XX.XX

01-3 01-4 21' - X" CONC. PIPE REQ'D
COVER = X.X'
UPPER INV. = XX.XX, LOWER INV. = XX.XX

01-4 1 ST'D XX" EW-I REQ'D
X.XX TONS EC-I CLASS I REQ'D
INV. = XX.XX

01-5 1 ST'D XX" EW-I REQ'D
X.XX TONS EC-I CLASS I REQ'D
INV. = XX.XX

01-5 01-6 19' - X" CONC. PIPE REQ'D
COVER = X.X'
UPPER INV. = XX.XX, LOWER INV. = XX.XX

PLAN SHEET PL-04

01-7 1 ST'D XX" EW-I REQ'D
X.XX TONS EC-I CLASS I REQ'D
INV. = XX.XX

01-7 01-8 18' - X" CONC. PIPE REQ'D
COVER = X.X'
UPPER INV. = XX.XX, LOWER INV. = XX.XX

01-8 1 ST'D XX" EW-I REQ'D
X.XX TONS EC-I CLASS I REQ'D
INV. = XX.XX

PLAN SHEET PL-09

01-9 1 ST'D XX" EW-I REQ'D
X.XX TONS EC-I CLASS I REQ'D
INV. = XX.XX

01-9 01-10 18' - X" CONC. PIPE REQ'D
COVER = X.X'
UPPER INV. = XX.XX, LOWER INV. = XX.XX

01-10 1 ST'D XX" EW-I REQ'D
X.XX TONS EC-I CLASS I REQ'D
INV. = XX.XX

PLAN SHEET PL-10

01-11 1 ST'D DI-7 REQ'D
H = X.XX' L = X'
INV. OUT = XX.XX

01-11 01-12 29' - 18" CONC. PIPE REQ'D
COVER = X.X'
UPPER INV. = XX.XX, LOWER INV. = XX.XX

01-12 1 ST'D XX" EW-I REQ'D
X.XX TONS EC-I CLASS I REQ'D
INV. = XX.XX

01-13 1 ST'D DI-5 REQ'D
H = X.XX' L = X'
INV. OUT = XX.XX

01-13 01-14 20' - 18" CONC. PIPE REQ'D
COVER = X.X'
UPPER INV. = XX.XX, LOWER INV. = XX.XX

01-14 1 ST'D XX" EW-I REQ'D
X.XX TONS EC-I CLASS I REQ'D
INV. = XX.XX

PLAN SHEET PL-12

01-15 1 ST'D XX" EW-I REQ'D
X.XX TONS EC-I CLASS I REQ'D
INV. = XX.XX

01-15 01-16 18' - XX" CONC. PIPE REQ'D
COVER = X.X'
UPPER INV. = XX.XX, LOWER INV. = XX.XX

01-16 1 ST'D XX" EW-I REQ'D
X.XX TONS EC-I CLASS I REQ'D
INV. = XX.XX

PLAN SHEET PL-13

01-17 1 ST'D XX" EW-I REQ'D
X.XX TONS EC-I CLASS I REQ'D
INV. = XX.XX

01-17 01-18 20' - XX" CONC. PIPE REQ'D
COVER = X.X'
UPPER INV. = XX.XX, LOWER INV. = XX.XX

01-18 1 ST'D XX" EW-I REQ'D
X.XX TONS EC-I CLASS I REQ'D
INV. = XX.XX

01-19 1 ST'D DI-7 REQ'D
H = X.XX' L = X'
INV. OUT = XX.XX

01-19 01-20 18' - XX" CONC. PIPE REQ'D
COVER = X.X'
UPPER INV. = XX.XX, LOWER INV. = XX.XX

01-20 1 ST'D XX" EW-I REQ'D
X.XX TONS EC-I CLASS I REQ'D
INV. = XX.XX



11320 RANDOM HILLS ROAD, SUITE 600
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NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT/PROJECT
CITY OF FAIRFAX
GEORGE T. SNYDER TRAIL
PROJECT NO: 18022 DATE: 02/05/2020 SHEET: 17 OF 106

NO SCALE DR - 04b
PROPOSED DRAINAGE
STRUCTURES SUMMARY

DITCH PLAN
Overall width: 5'-4", Inlet width: 3'-0", Grate height: 3'-4".

MEDIAN PLAN
Overall width: 5'-4", Inlet width: 3'-0", Grate height: 3'-4".

SECTION A-A
Inlet width: 3'-0", Overall width: 5'-4".

SECTION B-B
Collar width: 3'-5", Inlet width: 3'-0", Overall width: 5'-4".

DITCH LINE SECTION
Shows #5X5'-0" bars, steps, and weep hole.

MEDIAN DITCH SECTION
Shows #4" depth bars, steps, and weep hole.

GRATE (GALVANIZED)
Collar dimensions to be 1/4" larger than grate dimensions W3 and W4.

COLLAR (GALVANIZED)

DETAIL A
Welded connection with 2" diameter bar and L2 1/2" x 2 1/2" x 1/4" angle.

MINIMUM H

PIPE SIZE	H
12"	2'-9"
15"	3'-0"
18"	3'-4"
24"	3'-10"
30"	4'-5"
36"	5'-0"
42"	5'-6"

GRATE BAR SPACING CHART

GRATE TYPE	MAXIMUM DIMENSION	
	A	B
A I	1 1/2"	3"
A III	1"	1"

COVER DIMENSIONS AND QUANTITIES

ST'D PG-2A TYPE	COVER DIMENSIONS AND QUANTITIES								
	W1	W2	W3	W4	*D	D1	D2	X	Z
A1,A2,A3	3'-0 1/2"	2'-0 3/4"	2'-0 5/8"	1'-0 3/8"	6"	4"	3"	14"	2'-2"
B1,B2,B3,B4 C1,C2,C3	2'-9"	2'-9"	1'-6 7/8"	1'-6 7/8"	8"	4 1/2"	4 1/2"	16"	2'-8"
E	2'-3"	2'-3"	1'-8 1/8"	1'-8 1/8"	12"	9"	9"	19"	2'-8"

* TOLERANCE ± 1/2"

NOTES

- DEPTH OF INLET (H) TO BE SHOWN ON PLANS.
- THE "H" DIMENSION SHOWN ON THE STANDARDS AND SPECIFIED ON THE PLANS WILL BE MEASURED FROM THE INVERT OF THE OUTFALL PIPE TO THE TOP OF THE STRUCTURE. PLAN "H" DIMENSIONS ARE APPROX. ONLY FOR ESTIMATING PURPOSES AND THE ACTUAL DIMENSIONS SHALL BE DETERMINED BY THE CONTRACTOR FROM FIELD CONDITIONS.
- WHEN SPECIFIED ON THE PLANS THE INVERT IS TO BE SHAPED IN ACCORDANCE WITH STANDARD IS-1. THE COST OF FURNISHING AND PLACING ALL MATERIALS INCIDENTAL TO THE SHAPING IS TO BE INCLUDED IN THE BID PRICE FOR THE STRUCTURE.
- IN THE EVENT THE INVERT OF THE OUTFALL PIPE IS HIGHER THAN THE BOTTOM OF THE STRUCTURE, THE INVERT OF THE STRUCTURE SHALL BE SHAPED WITH CEMENT MORTAR TO PREVENT STANDING OR PONDING OF WATER IN THE STRUCTURE. THE COST OF FURNISHING AND PLACING ALL MATERIALS INCIDENTAL TO THE SHAPING IS TO BE INCLUDED IN THE BID PRICE FOR THE STRUCTURE.
- STEPS ARE TO BE PROVIDED WHEN H IS 4'-0" OR GREATER. FOR DETAILS SEE STANDARD ST-1.
- CHAMBER MAY BE CAST IN PLACE, PRECAST, BRICK OR CONCRETE BLOCK. SEE DI-7 FOR DETAILS.
- WHERE PAVED DITCHES ARE REQUIRED, JOINTS ARE TO BE DOWELED WITH #4 X 8" SMOOTH RODS AT APPROXIMATELY 12" C-C IN ALL AREAS ADJACENT TO ABUTTING CONCRETE TO PREVENT SETTLEMENT. IN LIEU OF DOWELS A 2" X 4" NOTCH MAY BE PROVIDED. SEE ST'D T-DI-3, 4 FOR ALTERNATE DESIGN.
- 3" DIAMETER WEEP HOLE TO BE LOCATED TO DRAIN SUBBASE MATERIAL. WEEP HOLE WITH 12"X12" PLASTIC HARDWARE CLOTH 1/4" MESH OR GALVANIZED STEEL WIRE, MINIMUM WIRE DIAMETER 0.03", NUMBER 4 MESH HARDWARE CLOTH ANCHORED FIRMLY TO THE OUTSIDE OF THE STRUCTURE.
- ALL REINFORCING STEEL SHALL HAVE A MINIMUM COVER OF 2" AND BE CUT CLEAR OF ALL OPENINGS BY 2".
- CAST-IN PLACE CONCRETE IS TO BE CLASS A3 (3000 PSI). PRECAST CONCRETE IS TO BE 4000 PSI.
- PROVIDED SAFETY SLABS WHEN SPECIFIED ON THE PLANS.
- DI-5 IS TO BE UTILIZED IN LOCATIONS NOT NORMALLY SUBJECT TO TRAFFIC.

STANDARD DITCH DROP INLET

VIRGINIA DEPARTMENT OF TRANSPORTATION

VDOT
ROAD AND BRIDGE STANDARDS

SHEET 1 OF 1
104.21

REVISION DATE

SPECIFICATION REFERENCE

233
302



11320 RANDOM HILLS ROAD, SUITE 600
FAIRFAX, VIRGINIA 22030
TEL. (703) 263-1220
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NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT/PROJECT
CITY OF FAIRFAX
GEORGE T. SNYDER TRAIL

PROJECT NO: 18022
DATE: 02/05/2020

SHEET: 18 OF 106

NOT TO SCALE DD-01

PROPOSED DRAINAGE
DETAILS

PLAN (COVER REMOVED)
 A=4'-4" (12" - 36" PIPE)
 B=3'-0" (12" - 36" PIPE)
 A=4'-10" (42" PIPE)
 B=3'-6" (42" PIPE)

SECTION A-A CAST IN PLACE
 FOR USE WITH 12" TO 42" PIPES

PLAN (COVER REMOVED)

SECTION B-B PRECAST

NOTES (CONT.)

15. DI-7-----NO GUTTER
 DI-7A-----SINGLE GUTTER WHEN DROP INLET IS ON A GRADE.
 DI-7B----- DOUBLE GUTTER WHEN DROP INLET IS IN A SAG BETWEEN TWO GRADES.

16. FOR DETAILS OF PRECAST DI-7 NOT SHOWN HEREON SEE PRECAST UNIT ASSEMBLY DIAGRAM, PAGE 103.01, FOR PRECAST GENERAL NOTES, PAGE 103.02 AND FOR APPLICABLE PRECAST BASE, RISER AND TOP DETAILS, PAGES 103.07 THRU 103.12.

17. GRATE BARS TO BE PARALLEL TO DITCH FLOW.

PIPE SIZE	H DIMENSION	
	CONC.	CORR. METAL
12"	2'-6"	2'-5"
15"	2'-9 ¹ / ₄ "	2'-8"
18"	3'-0 ¹ / ₂ "	2'-11"
21"	3'-3 ³ / ₄ "	3'-2"
24"	3'-7"	3'-5"
27"	3'-10 ¹ / ₄ "	3'-8"
30"	4'-1 ¹ / ₂ "	3'-11"
33"	4'-4 ³ / ₄ "	4'-2"
36"	4'-8"	4'-5"
42"	5'-2 ¹ / ₂ "	4'-11"

INCREMENT PER FOOT OF ADDITIONAL DEPTH (H) { = 0.362 CU. YDS. (12" - 36" PIPE)
 = 0.410 CU. YDS. (42" PIPE)

PIPE SIZE	12"	15"	18"	24"	30"	36"	42"
MINIMUM DEPTH H	2'-0"	2'-3 ¹ / ₄ "	2'-6 ¹ / ₂ "	3'-1"	3'-7 ¹ / ₂ "	4'-2"	4'-8 ¹ / ₂ "
CONCRETE CUBIC YARDS	.947	1.045	1.143	1.339	1.535	1.731	1.927

STANDARD MEDIAN DROP INLET
 12" TO 42" PIPE
 VIRGINIA DEPARTMENT OF TRANSPORTATION

SPECIFICATION REFERENCE

241
503

ROAD AND BRIDGE STANDARDS

REVISION DATE

SHEET 1 OF 3

104.22

NOTES DI-7, 7A, 7B

1. DEPTH OF INLET (H) TO BE SHOWN ON PLANS.
2. THE "H" DIMENSION SHOWN ON THE STANDARDS AND SPECIFIED ON THE PLANS WILL BE MEASURED FROM THE INVERT OF THE OUTFALL PIPE TO THE TOP OF THE STRUCTURE. PLAN "H" DIMENSIONS ARE APPROXIMATE ONLY FOR ESTIMATING PURPOSES AND THE ACTUAL DIMENSIONS SHALL BE DETERMINED BY THE CONTRACTOR FROM FIELD CONDITIONS. MAXIMUM DEPTH (H) TO BE 12'-8".
3. WHEN SPECIFIED ON THE PLANS THE INVERT IS TO BE SHAPED IN ACCORDANCE WITH STANDARD IS-1. THE COST OF FURNISHING AND PLACING ALL MATERIALS INCIDENTAL TO THE SHAPING IS TO BE INCLUDED IN THE BID PRICES FOR THE STRUCTURE.
4. IN THE EVENT THE INVERT OF THE OUTFALL PIPE IS HIGHER THAN THE BOTTOM OF THE STRUCTURE, THE INVERT OF THE STRUCTURE SHALL BE SHAPED WITH CEMENT MORTAR TO PREVENT STANDING OR PONDING OF WATER IN THE STRUCTURE. THE COST OF FURNISHING AND PLACING ALL MATERIALS INCIDENTAL TO THE SHAPING IS TO BE INCLUDED IN THE BID PRICE FOR THE STRUCTURE.
5. STEPS ARE TO BE PROVIDED WHEN H IS 4'-0" OR GREATER. FOR DETAILS SEE STANDARD ST-1.
6. REINFORCED CONCRETE FOOTING MAY BE PRECAST OR CAST-IN-PLACE. TWO LIFTING HOOKS OF FABRICATORS DESIGN TO BE PROVIDED IN PRECAST FOOTING
7. 4" DEPTH AGGREGATE #68, #78, OR #8 X 6" WIDTH.
8. 3" DIAMETER WEEP HOLE WITH 12"X12" PLASTIC HARDWARE CLOTH 1/4" MESH OR GALVANIZED STEEL WIRE, MINIMUM WIRE DIAMETER 0.03", NUMBER 4 MESH HARDWARE CLOTH ANCHORED FIRMLY TO THE OUTSIDE OF THE STRUCTURE.
9. THE TYPE OF INLET (PRECAST OR CAST IN PLACE), DETAILED HEREON, TO BE CONSTRUCTED, WILL BE AT THE OPTION OF THE CONTRACTOR.
10. FOR DETAILS OF CONCRETE COVER, COLLAR AND GRATE AND THE METHOD OF PLACING APPROACH GUTTER SEE SHEET 2 OF 3.
11. CAST-IN PLACE CONCRETE IS TO BE CLASS A3 (3000 PSI). PRECAST CONCRETE IS TO BE 4000 PSI.
12. CONCRETE QUANTITIES SHOWN ARE FOR INDICATED DEPTH (H) WITHOUT PIPES. THE AMOUNT DISPLACED BY PIPES MUST BE DEDUCTED TO OBTAIN TRUE QUANTITIES. FOR INLETS OF DIFFERENT DEPTHS ADD OR SUBTRACT THE APPROPRIATE CUBIC YARDS OF CONCRETE FOR EACH FOOT OF DEPTH.
13. PAVED DITCHES ARE TO BE TRANSITIONED TO MEET INLET GUTTER AS SHOWN IN STANDARD PG-2A.
14. PROVIDE SAFETY SLABS WHEN SPECIFIED ON THE PLANS.



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NO.	DESCRIPTION	NAME	DATE
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CLIENT/PROJECT
 CITY OF FAIRFAX
 GEORGE T. SNYDER TRAIL

PROJECT NO: 18022 DATE: 02/05/2020 SHEET: 19 OF 106

NOT TO SCALE DD-02

PROPOSED DRAINAGE
 DETAILS

BY: \$USER\$

DI-7, 7A, 7B

DETAILS OF CONCRETE COVER AND GRATE

2" DIAMETER BAR @ 10.68 LBS./FT. OR NO. 14 BILLET STEEL BAR @ 7.65 LBS./FT., (ASTM A615, GRADE 60.)

DETAIL A
WELD
L2"X2"X3/8"
L2 1/2"X2 1/2"X1/4"
1/2" X 4" STUD SHEAR CONNECTOR

DETAIL B-B
#5X5'-0" BARS (12 REQ'D.)
2 1/2"
3 1/2"

PLAN VIEW
GRATE TYPE I OR III (FROM PLANS)
SEE DETAIL A

SECTION A-A
SECTION B-B

APPROXIMATE QUANTITIES

CONCRETE CLASS A3	REINFORCING STEEL
0.423 C. Y.	63 LBS.

BAR SPACING CHART

GRATE TYPE	MAXIMUM DIMENSION	
	A	B
I	1 1/2"	3"
III	1"	1"

NOTES

- GRATE A IS TO BE UTILIZED IN LOCATIONS NOT NORMALLY SUBJECT TO TRAFFIC.
- GRATE B IS TO BE UTILIZED IN LOCATIONS NORMALLY SUBJECT TO TRAFFIC.
- FOR DETAILS OF LOAD CARRYING GRATE (GRATE B), SEE T-DI-7, SHEET 103.08.
- CONCRETE COVER AND GRATE ARE TO BE FURNISHED AS A SINGLE UNIT. OUTSIDE DIMENSIONS OF GRATE TO BE 3'-4" X 2'-11 1/2" (GRATE A) OR 3'-4" X 2'-11 1/2" (GRATE B).
- ALTERNATE METHODS OF ANCHORING ANGLE IRON WILL BE ACCEPTABLE IF APPROVED BY THE ENGINEER.
- GRATE AND COLLAR ARE TO BE GALVANIZED.
- CONCRETE COVER MAY BE PRECAST OR CAST IN PLACE.
- CONCRETE TO BE CLASS A3 IF CAST IN PLACE. 4000 PSI IF PRECAST.
- GRATE BARS TO BE PARALLEL TO DITCH FLOW.

DETAILS OF GUTTER AND METHOD OF PLACEMENT

NOTES

- DI-7 NO GUTTERS.
DI-7A NO GUTTER IN ONE DIRECTION.
DI-7B GUTTER IN BOTH DIRECTIONS.
- JOINTS BETWEEN GUTTERS AND CONCRETE COVER ARE TO BE DOWELED WITH #4 X 8" SMOOTH RODS @ APPROX. 12" C-C TO PREVENT SETTLEMENT. IN LIEU OF DOWELS A 2" X 4" NOTCH MAY BE PROVIDED. SEE STANDARD T-DI-3, 4 ALTERNATE DESIGN.
- VARIABLE 2:1 OR FLATTER.
- DITCH GRADE MUST BE ADJUSTED TO MEET DIFFERENCE IN ELEVATION. SEE LONGITUDINAL SECTION.
- IF DEPTH (D) BECOMES LESS THEN 4", LENGTH OF WINGS ARE TO BE EXTENDED AS DIRECTED BY THE ENGINEER.
- CURTAIN WALL TO BE LOCATED AT THE END OF THE PAVED DITCH SECTIONS OF THE DI-7A & DI-7B THAT ARE NOT ABUTTED BY OTHER DRAINAGE.
- IF NORMAL DITCH GRADE IS TOO FLAT TO ALLOW FOR ADJUSTED GRADE TO INLET, A SPECIAL GUTTER DETAIL WILL BE REQUIRED ON PLANS.

SECTION A-A
SEE NOTE 3

BOTH SLOPES FLAT
SEE NOTE 3

ONE STEEP SLOPE ONE INTERMEDIATE SLOPE
SEE NOTE 3
SEE NOTE 4

TYPICAL ELEVATION
SEE NOTE 6

ONE STEEP SLOPE-ONE FLAT SLOPE
SEE NOTE 3

BOTH SLOPES STEEP
SEE NOTE 3
SEE NOTE 4

LONGITUDINAL SECTION
(WHEN INLET IS LOCATED ABOVE NORMAL DITCH GRADE)
SEE NOTE 8.

BACK UP BERM TO BE PROVIDED AS DIRECTED BY THE ENGINEER (DI-7A ONLY).

NORMAL MEDIAN DITCH GRADE 10:1 OR FLATTER

GUTTER GRADE ADJUSTED TO MEET INLET ELEVATION

APPROXIMATE QUANTITY FOR ONE CURTAIN WALL, MEASURED FROM BOTTOM OF GUTTER

CONCRETE CLASS A3	0.241 CU. YDS.
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APPROXIMATE QUANTITIES

CONCRETE CLASS A3 (CU. YDS.)	DI-7	DI-7A	DI-7B
NONE		1.211	2.148

VDOT
ROAD AND BRIDGE STANDARDS

STANDARD MEDIAN DROP INLET
12" TO 42" PIPE

VIRGINIA DEPARTMENT OF TRANSPORTATION

2016 ROAD & BRIDGE STANDARDS

SHEET 2 OF 3
104.23

REVISION DATE

SPECIFICATION REFERENCE
241
503



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FAIRFAX, VIRGINIA 22030
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NO.	DESCRIPTION	NAME	DATE
REVISIONS			

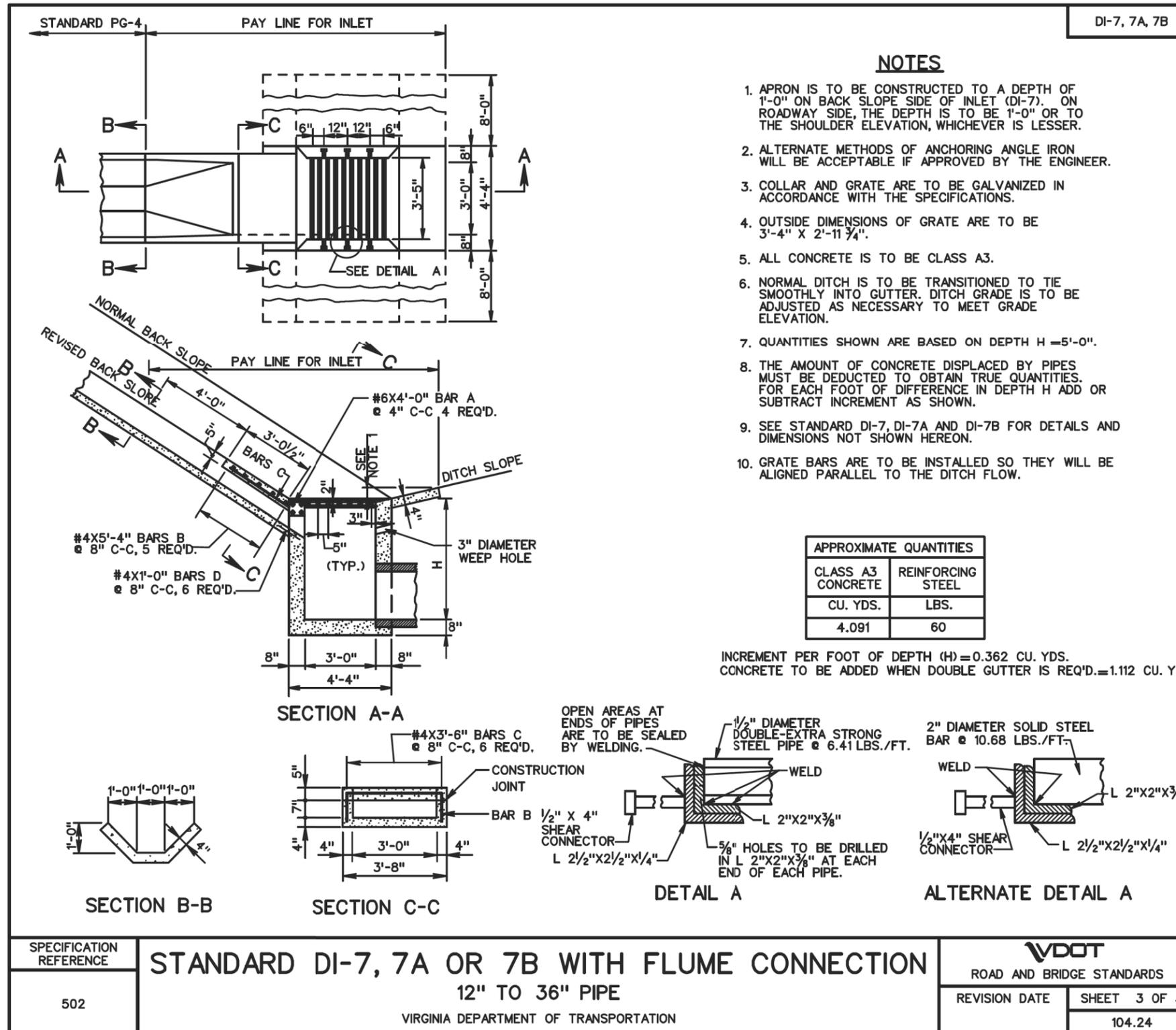
CLIENT/PROJECT
CITY OF FAIRFAX
GEORGE T. SNYDER TRAIL

PROJECT NO: 18022
DATE: 02/05/2020

SHEET:
20 OF 106

NOT TO SCALE DD-03

PROPOSED DRAINAGE
DETAILS



11320 RANDOM HILLS ROAD, SUITE 600
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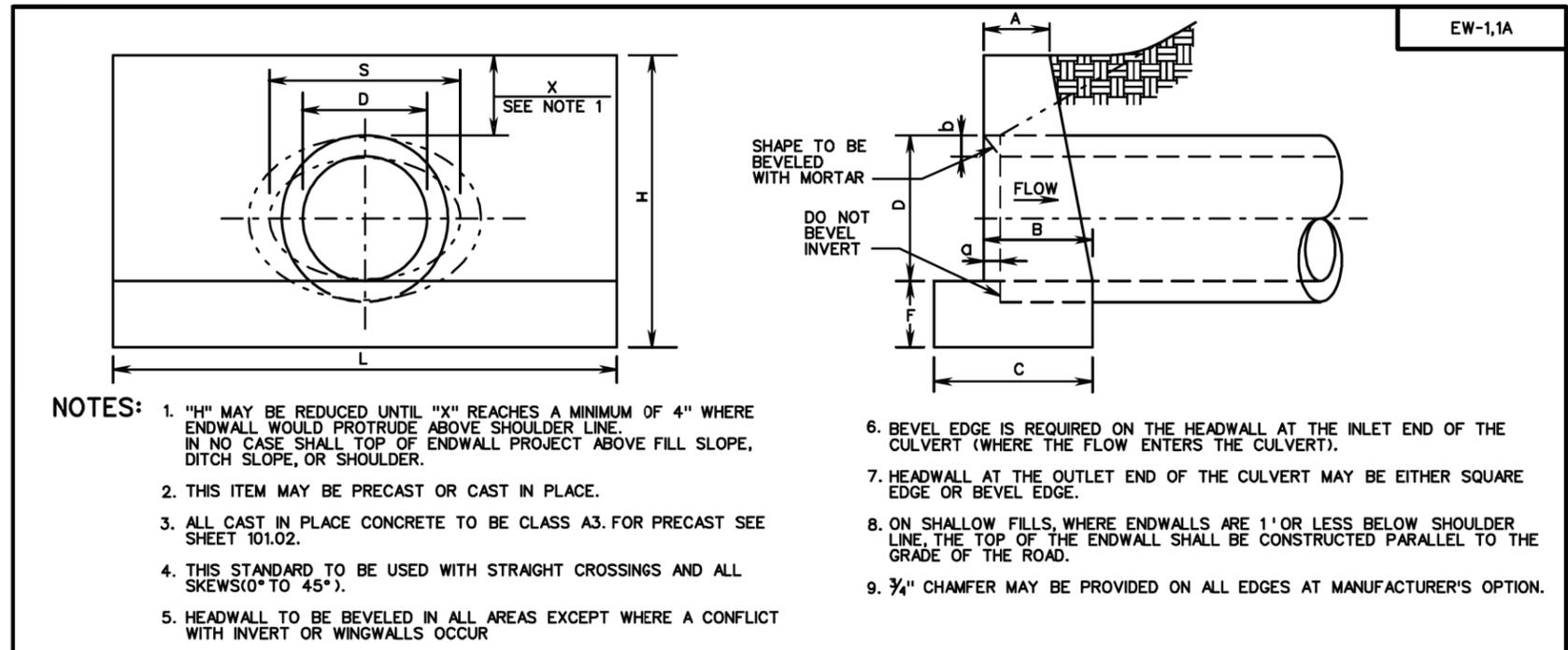
NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT/PROJECT
CITY OF FAIRFAX
GEORGE T. SNYDER TRAIL
PROJECT NO: 18022
DATE: 02/05/2020

SHEET: 21 OF 106

NOT TO SCALE DD-04

PROPOSED DRAINAGE DETAILS



ENDWALL FOR CIRCULAR PIPE						
DIAMETER OF PIPE CULVERT						
	12"	15"	18"	21" OR 24"	27" OR 30"	33" OR 36"
A	0'-6"	0'-8"	0'-9"	0'-11"	1'-0"	1'-0"
B	0'-11"	1'-1"	1'-3"	1'-6"	1'-9"	2'-0"
C	1'-4"	1'-7"	1'-9"	2'-2"	2'-6"	2'-9"
D	1'-0"	1'-3"	1'-6"	2'-0"	2'-6"	3'-0"
F	0'-6"	0'-8"	0'-8"	0'-9"	0'-9"	0'-9"
H	2'-3"	2'-11"	3'-2"	3'-9"	4'-3"	4'-9"
L	4'-0"	5'-0"	6'-0"	8'-0"	10'-0"	12'-0"
a	0'-1/4"	0'-1 3/4"	0'-2"	0'-2 1/2"	0'-3 1/4"	0'-3 3/4"
b	0'-1"	0'-1 1/4"	0'-1 1/2"	0'-2"	0'-2 1/2"	0'-3"
CUBIC YARDS OF CONCRETE						
CONC. PIPE	0.241	0.492	0.697	1.319	2.067	2.947
C.M. PIPE	0.257	0.521	0.739	1.398	2.198	3.145

ENDWALL FOR ELLIPTICAL PIPE									
SIZE OF ELLIPTICAL PIPE CULVERT (SPAN x RISE)									
	23"x14"	30"x19"	34"x22"	38"x24"	42"x27"	45"x29"	49"x32"	53"x34"	
A	0'-8"	0'-9"	0'-10"	0'-11"	0'-11"	1'-0"	1'-0"	1'-0"	
B	1'-2"	1'-5"	1'-6"	1'-8"	1'-9"	1'-10"	1'-11"	1'-11"	
C	1'-8"	1'-11"	2'-1"	2'-4"	2'-5"	2'-7"	2'-8"	2'-9"	
D	1'-2"	1'-7"	1'-10"	2'-0"	2'-3"	2'-5"	2'-8"	2'-10"	
F	0'-8"	0'-8"	0'-9"	0'-9"	0'-9"	0'-9"	0'-9"	0'-9"	
H	2'-10"	3'-3"	3'-7"	3'-9"	4'-0"	4'-2"	4'-5"	4'-7"	
L	5'-5"	7'-2"	8'-6"	9'-2"	10'-2"	10'-11"	12'-1"	12'-11"	
S	1'-11"	2'-6"	2'-10"	3'-2"	3'-6"	3'-9"	4'-1"	4'-5"	
a	0'-2 1/2"	0'-3 1/4"	0'-3 1/2"	0'-4"	0'-4 1/2"	0'-4 3/4"	0'-5"	0'-5 1/2"	
b	0'-2"	0'-2 1/2"	0'-2 3/4"	0'-3"	0'-3 1/2"	0'-3 3/4"	0'-4"	0'-4 1/2"	
CUBIC YARDS OF CONCRETE									
CONC. PIPE	0.502	0.855	1.236	1.500	1.811	2.101	2.512	2.801	

SPECIFICATION REFERENCE	STANDARD ENDWALL FOR PIPE CULVERTS 12" - 36" CIRCULAR AND 23" x 14" - 53" x 34" ELLIPTICAL PIPES VIRGINIA DEPARTMENT OF TRANSPORTATION	VDOT ROAD AND BRIDGE STANDARDS
105 302		REVISION DATE SHEET 1 OF 1 101.01



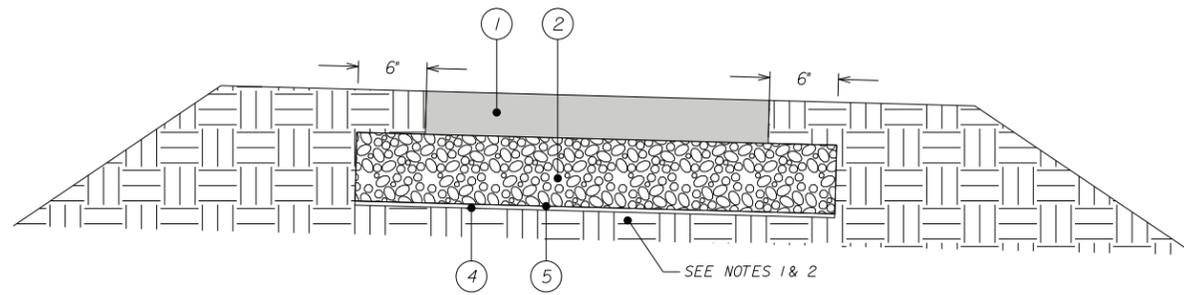
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CLIENT/PROJECT CITY OF FAIRFAX GEORGE T. SNYDER TRAIL				NOT TO SCALE	DD-05
PROJECT NO: 18022 DATE: 02/05/2020 SHEET: 22 OF 106				PROPOSED DRAINAGE DETAILS	
NO. DESCRIPTION NAME DATE					
REVISIONS					

BY: \$USER\$

PLOTTED: 04/15/2020



DETAIL A - ASPHALT PAVEMENT SECTION
NOT TO SCALE

- ① 2" ASPHALT CONCRETE SM-9.5A/SM-9.5AL @ APPROXIMATELY 220 LBS./SQ. YDS.
- ② 6" AGGREGATE BASE MATERIAL TYPE 1, OR 11, NO. 21A OR 21B (EXTENDED 6" ON BOTH SIDES)
- ③ REGULAR FILL MATERIAL OR NATIVE SOIL
- ④ GEOTEXTILE, CLASS ST (REFER TO 2016 VDOT ROAD AND BRIDGE SPECIFICATIONS, SECTION 245)
- ⑤ LIMIT OF COMMON EXCAVATION

NOTES:
 1. SUBGRADE PREPARATION SHALL BE AS PER VDOT SPECIFICATIONS; PRIOR TO PLACEMENT OF PROPOSED BASE COURSE, SUBGRADE SHALL BE PROOF-ROLLED AS PER VDOT SPECIFICATION
 2. UNDERCUT FOR REMOVAL OF SOFT AND / OR UNSUITABLE MATERIALS SHALL BE AS DIRECTED BY THE ENGINEER.



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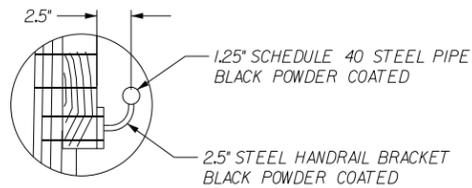
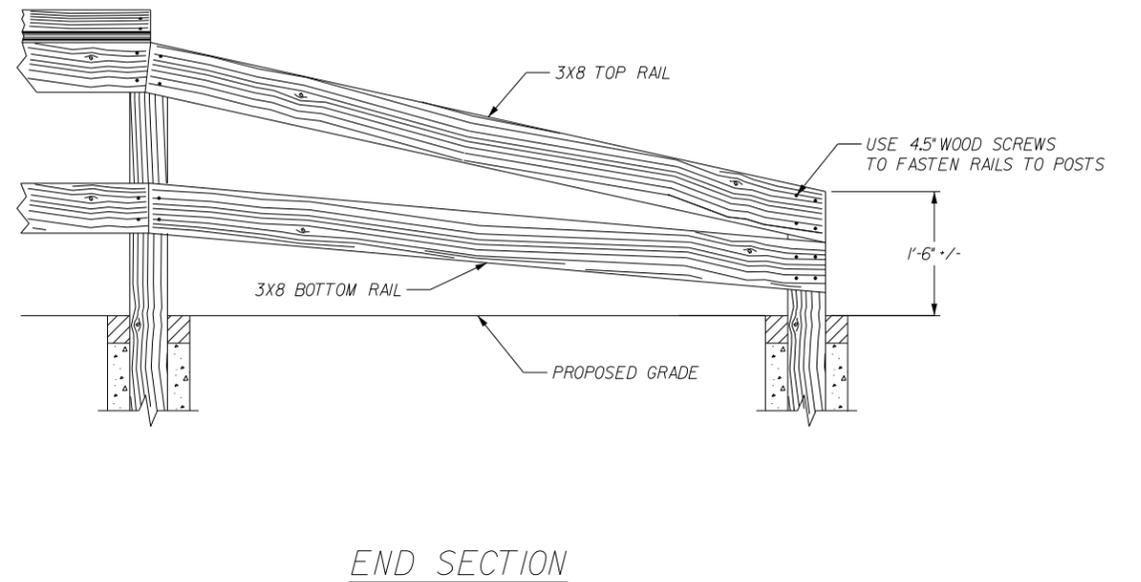
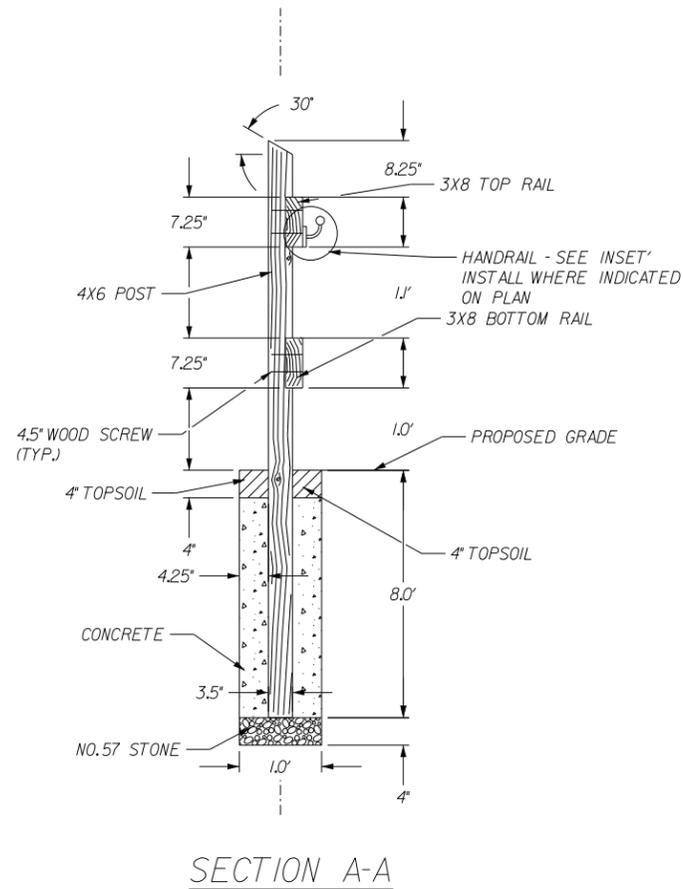
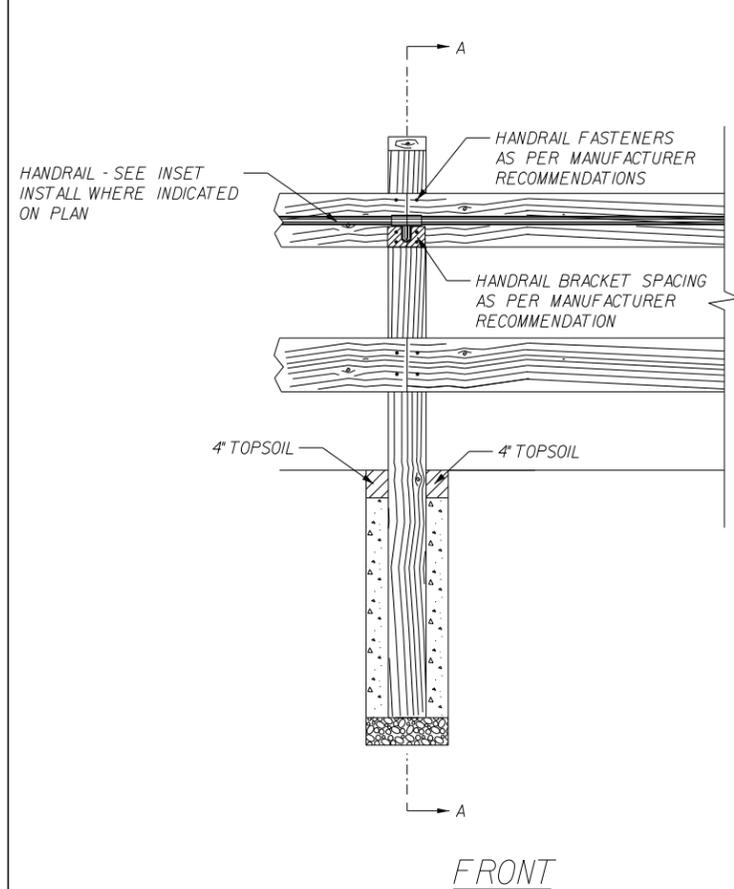
NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT/PROJECT
 CITY OF FAIRFAX
 GEORGE T. SNYDER TRAIL

PROJECT NO: 18022 DATE: 02/05/2020 SHEET: 23 OF 106

NOT TO SCALE DT - 01

PAVEMENT DETAIL



NOTE:
HANDRAIL ENDS SHALL BE CURVED
INWARD TOWARD FACE OF FENCE
RAIL SO AS TO PREVENT INJURY
OR CLOTHING SNAGS.

HANDRAIL INSET

NOTES:

1. ALL HARDWARE TO BE EXTERIOR GRADE CORROSION RESISTANT, HOT-DIPPED GALVANIZED STEEL.
2. ALL SCREWS ARE TO BE COUNTER SUNK AND PRE-DRILLED.
3. ALL LUMBER SHALL BE PRESERVATIVE-TREATED.
4. REFER TO TRAIL PLAN FOR FENCE LOCATION AND OFFSET FROM EDGE OF TRAIL.
5. RAILS SHALL PARALLEL THE LONGITUDINAL GRADE OF THE TRAIL. POSTS SHALL BE SET 90° FROM HORIZONTAL, REGARDLESS OF THE LONGITUDINAL GRADE.
6. SEE PLANS FOR LOCATIONS FOR FENCE WITH CAP BOARD AND HANDRAIL.



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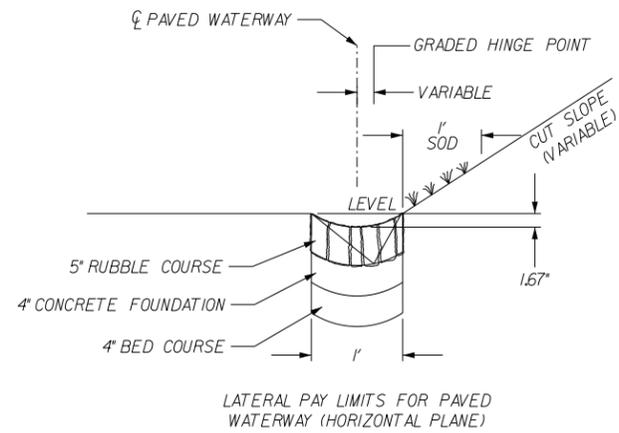
NO.	DESCRIPTION	NAME	DATE
REVISIONS			

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CITY OF FAIRFAX
GEORGE T. SNYDER TRAIL

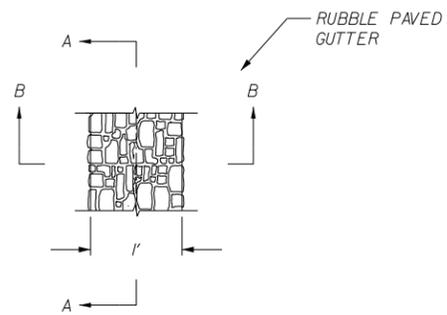
PROJECT NO: 18022 DATE: 02/05/2020 SHEET: 24 OF 106

NOT TO SCALE DT - 02

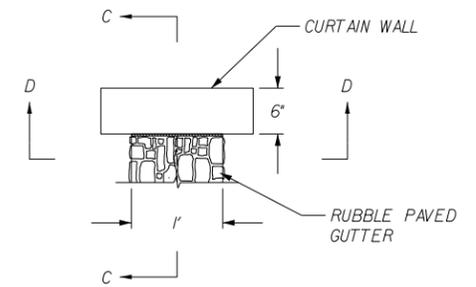
42 INCH POST AND RAIL
FENCE DETAIL



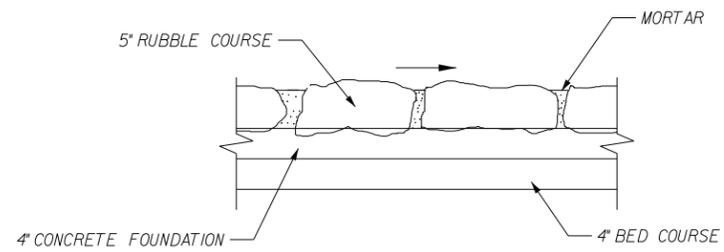
RUBBLE PAVED GUTTER



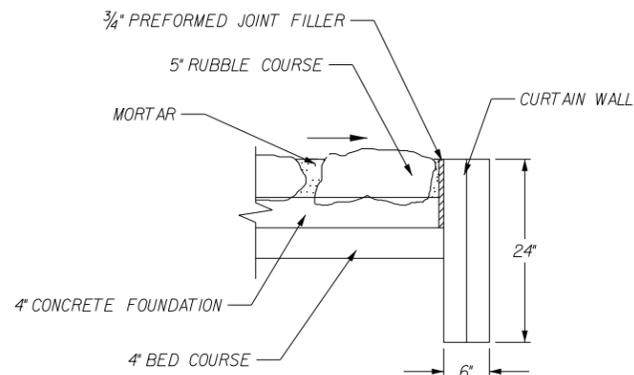
PLAN



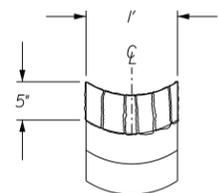
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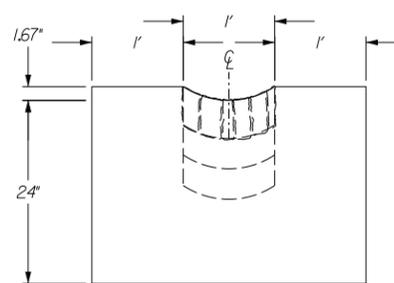
SECTION A-A



SECTION C-C



SECTION B-B



SECTION D-D

NOTES:

1. THE APPROXIMATE SHAPE OF THE PAVED WATERWAY IS AN ARC WITH A RADIUS OF 2.9 FEET.
2. AT INLETS AND OTHER SPECIAL LOCATIONS, WIDEN AND SHAPE PAVED WATERWAY TO DRAIN.
3. FOR CONCRETE AND RUBBLE PAVED WATER CONSTRUCTION ONLY:
 - A. CONSTRUCT IN UNIFORM SECTIONS OF 10 FEET IN LENGTH, EXCEPT CLOSURE SECTIONS ARE NOT TO BE LESS THAN 5 FEET IN LENGTH.
 - B. AT THE OUTLET END OF EACH WATERWAY CONSTRUCT A CURTAIN WALL ON THE DOWNSTREAM END OF THE LAST SECTION OF WATERWAY.



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PROJECT NO: 18022 DATE: 02/05/2020 SHEET: 25 OF 106

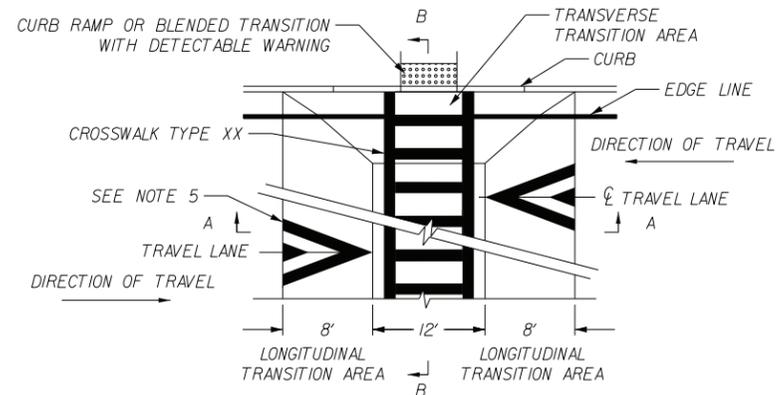
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DT - 03

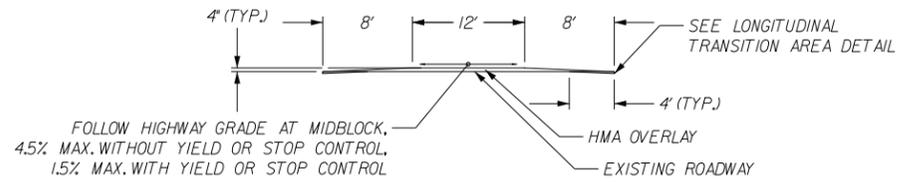
RUBBLE PAVED
 GUTTER DETAIL

BY: \$USER\$

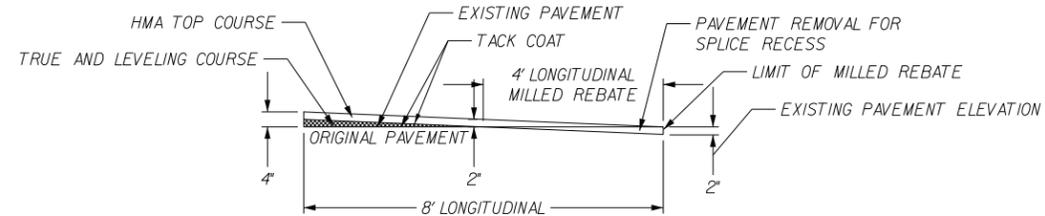
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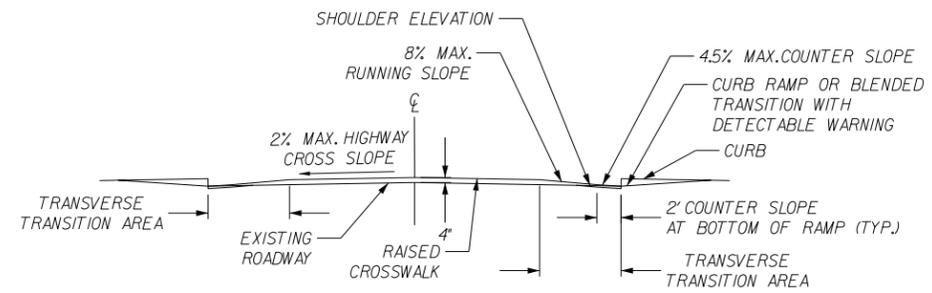
PLAN
(SEE NOTE 2)



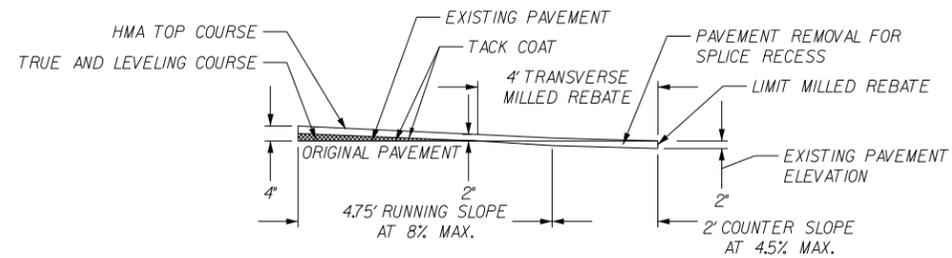
SECTION A-A



LONGITUDINAL TRANSITION AREA - HOT MIX ASPHALT OVERLAY SPLICE



SECTION B-B
(SEE NOTE 2)



TRANSVERSE TRANSITION AREA - HOT MIX ASPHALT OVERLAY SPLICE

(SEE NOTE 2)

NOTES:

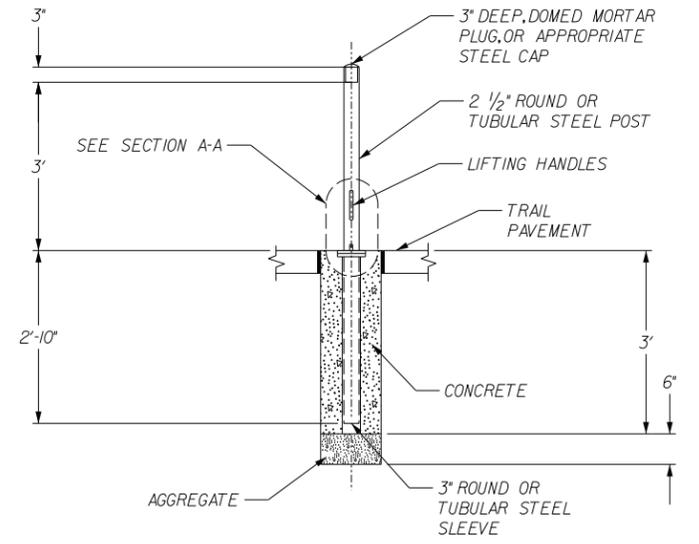
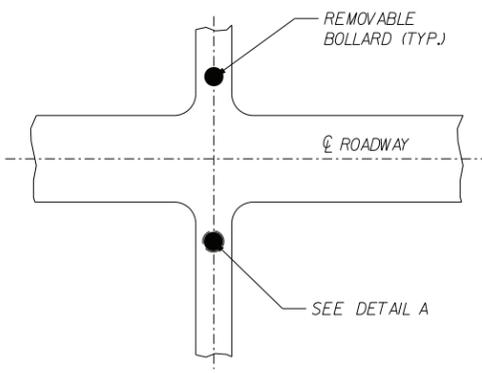
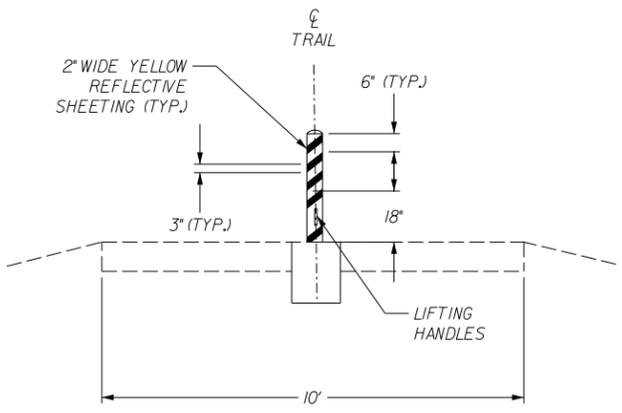
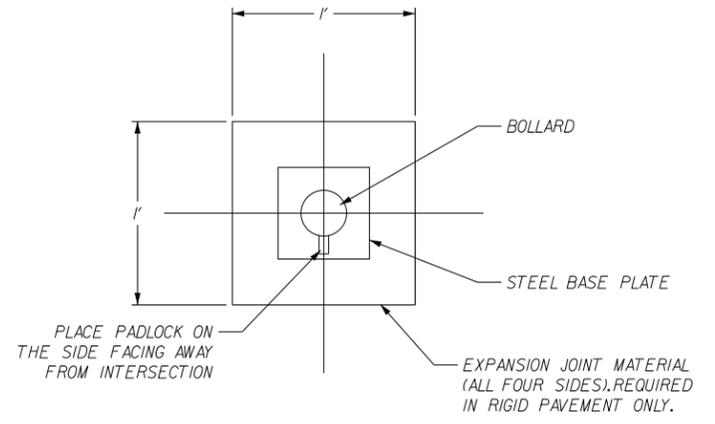
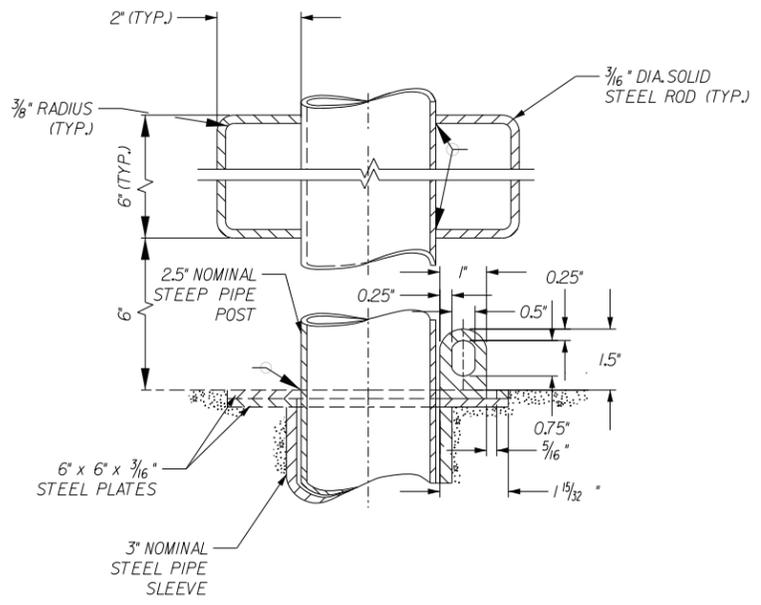
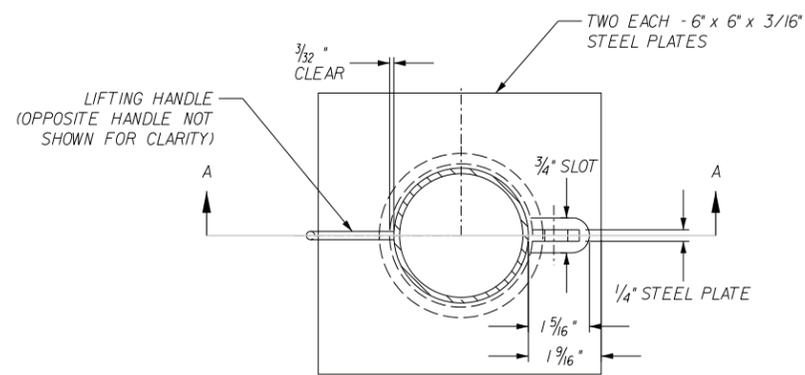
1. RAISED CROSSWALK REQUIRES STORM WATER TO BE COLLECTED AND CONVEYED TO AN APPROPRIATE LOCATION.
2. THE DRAINAGE TREATMENT SHALL ONLY BE USED IN RETROFIT SITUATIONS. THE TRANSVERSE TRANSITION AREA DETAIL ABOVE IS FOR USE ON HIGHWAYS WITH CROSS SLOPES. RETROFIT RAISED CROSSWALKS ON ROADWAYS THAT EXCEED THIS LIMIT SHALL BE DETAILED IN THE PLANS.
3. THE TRANSITION AREA MAY BE CONCRETE OR HMA, AND WILL BE AS SHOWN ON THE PLANS.
4. ALL SURFACES OF THE MILLED TRANSITION AREA SHALL BE CLEANED. TACK COAT SHALL BE APPLIED PRIOR TO HMA PLACEMENT. THE COST OF MILLING REBATES AND TACK COAT IN THE HMA OVERLAY SPLICE TRANSITION AREA SHALL BE PAID FOR UNDER THEIR RESPECTIVE ITEMS. THE COST OF LEAVING A NEAT EDGE SHALL BE INCLUDED IN THE MILLING ITEM.



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				CLIENT/PROJECT CITY OF FAIRFAX		NOT TO SCALE	DT - 04
				GEORGE T. SNYDER TRAIL		RAISED CROSSWALK DETAIL	
				PROJECT NO: 18022	DATE: 02/05/2020		
NO.	DESCRIPTION	NAME	DATE				
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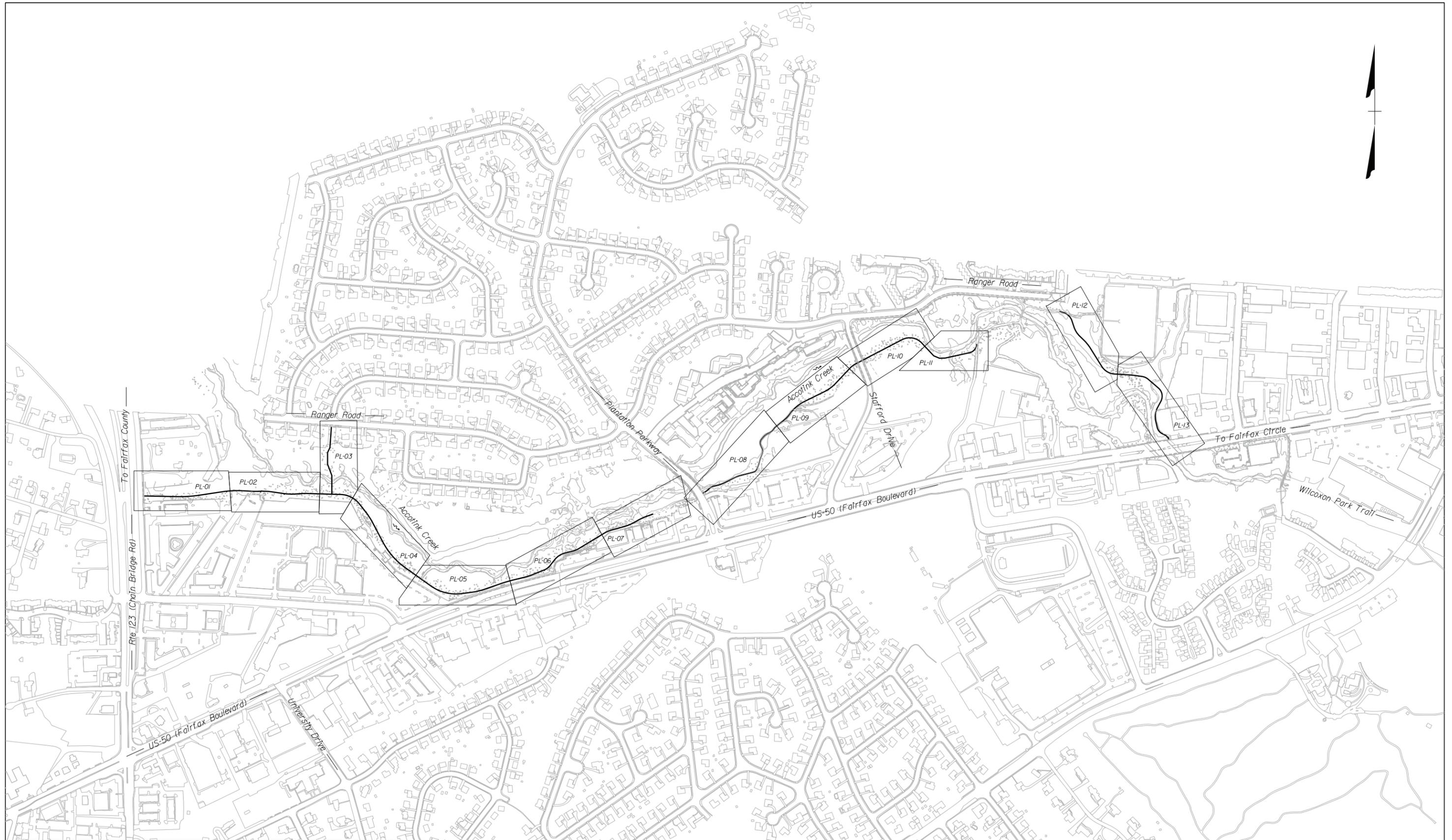
NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT/PROJECT
CITY OF FAIRFAX
GEORGE T. SNYDER TRAIL
PROJECT NO: 18022
DATE: 02/05/2020
SHEET: 27 OF 106

NOT TO SCALE DT - 05
REMOVABLE ROUND BOLLARD DETAIL

BY: \$USER\$

PLOTTED: 04/15/2020



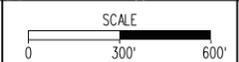
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CITY OF FAIRFAX
GEORGE T. SNYDER TRAIL

PROJECT NO: 18022 DATE: 02/05/2020 SHEET: 28 OF 106



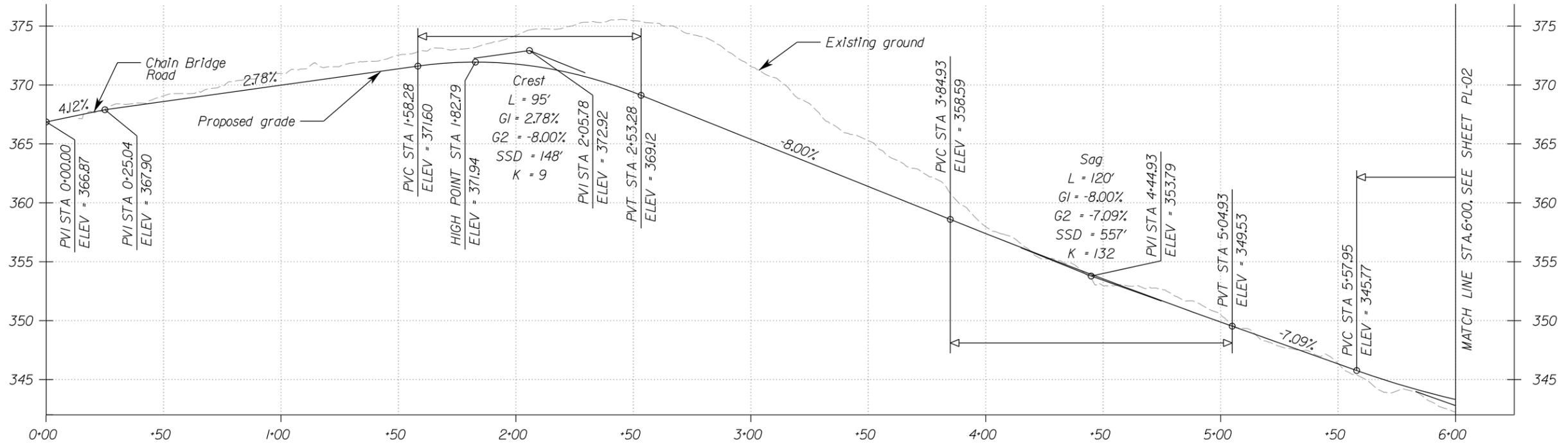
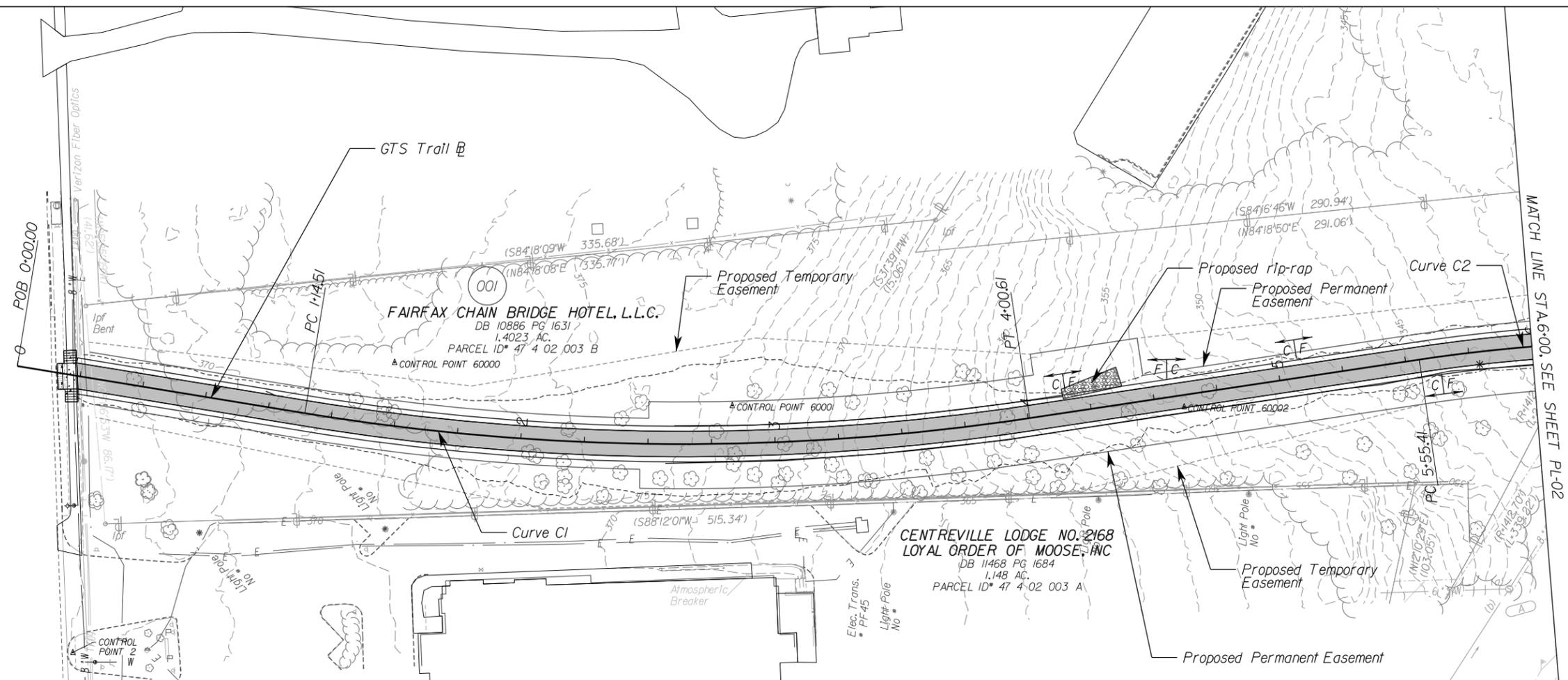
PL - KEY

PLAN AND PROFILE
KEY PLAN

BY: \$USER\$

PLOTTED: 04/15/2020

~COORDINATE WITH I-66 TRAIL AT CHAIN BRIDGE ROAD CROSSING PROPOSED BY OTHERS~

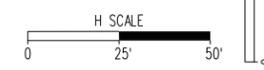


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LEGEND

- PROPOSED ASPHALT PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED PAVEMENT REMOVAL
- CUT LIMITS
- FILL LIMITS
- PROPOSED BOARDWALK



NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT/PROJECT
CITY OF FAIRFAX
GEORGE T. SNYDER TRAIL

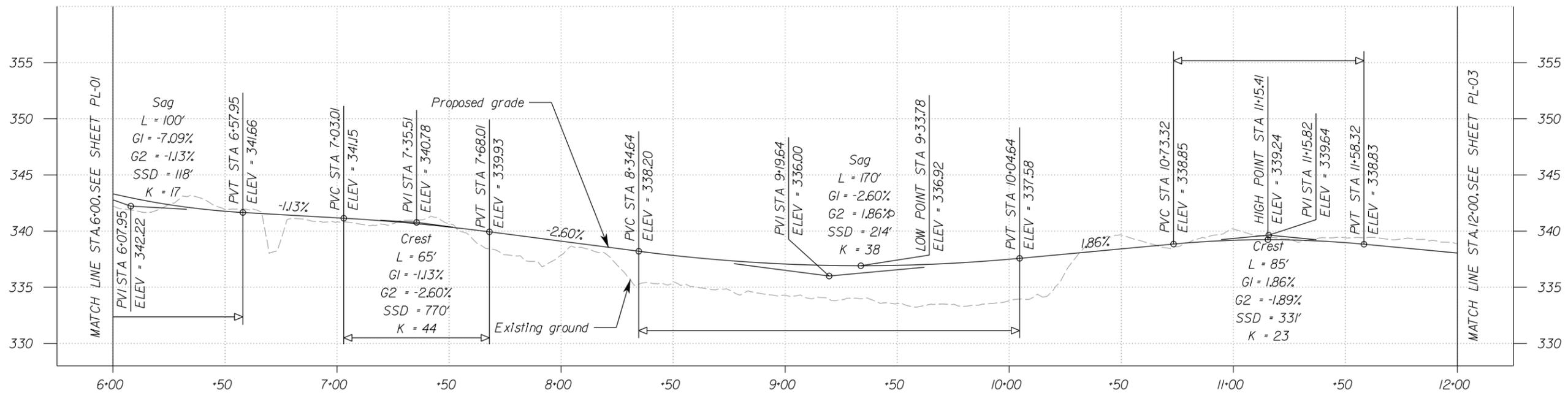
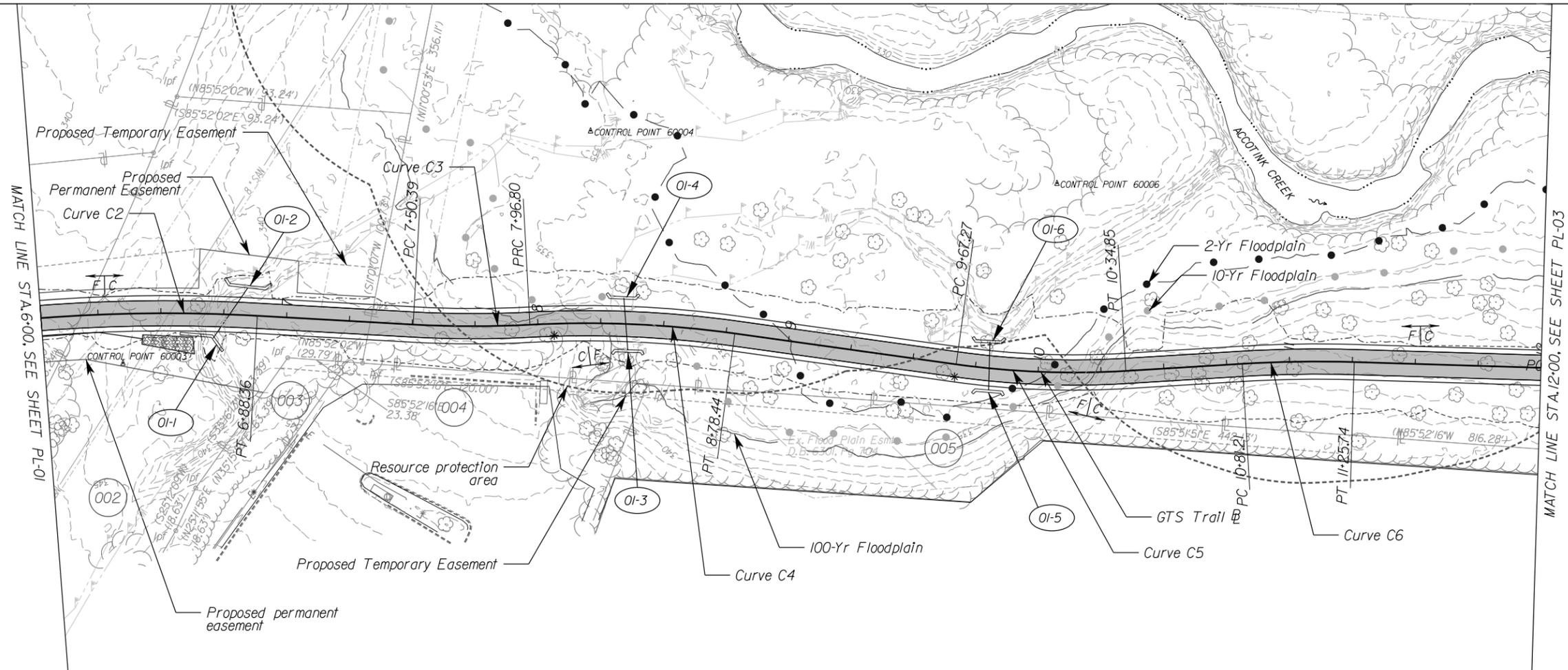
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PL-01

PLAN AND PROFILE
 STA 0+00 TO STA 6+00

BY: \$USER\$

PLotted: 04/15/2020



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LEGEND

- PROPOSED ASPHALT PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED PAVEMENT REMOVAL
- CUT LIMITS
- FILL LIMITS
- PROPOSED BOARDWALK



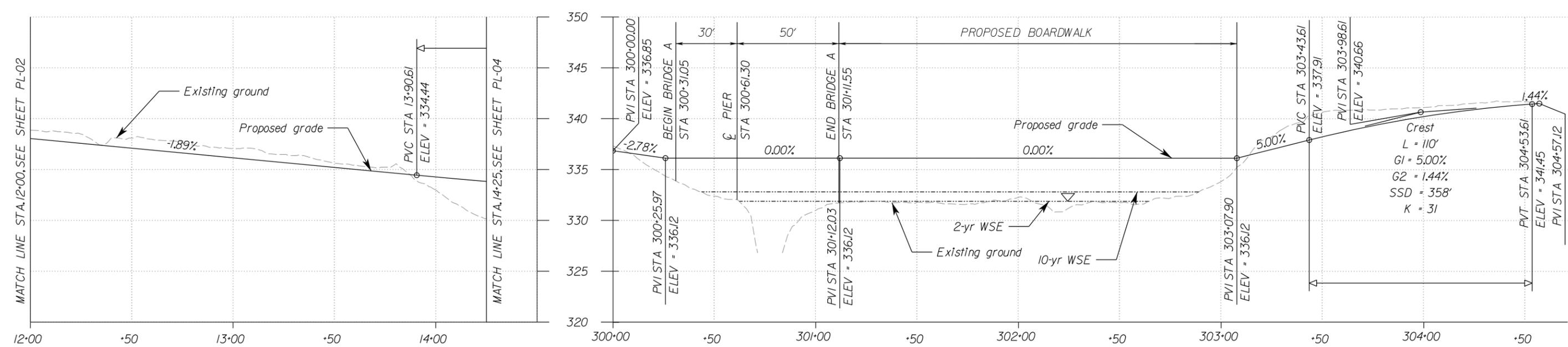
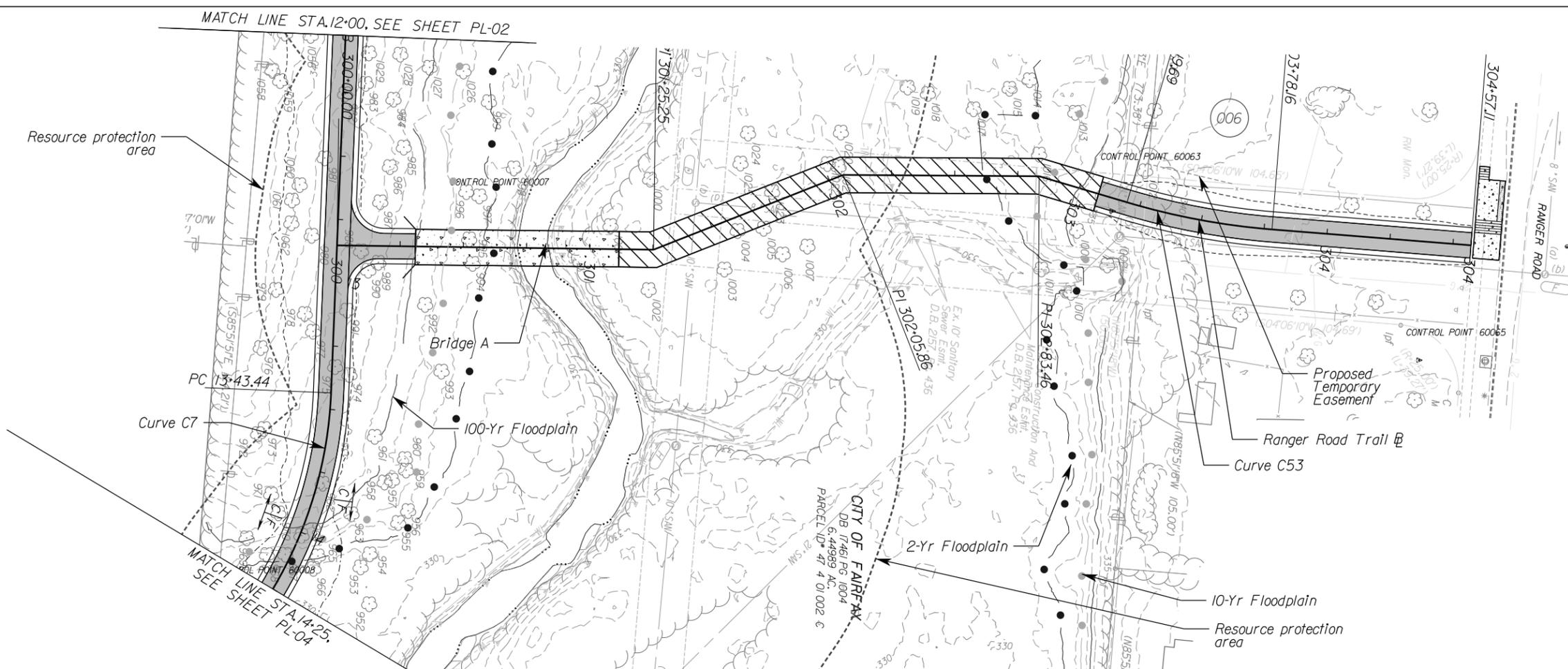
NO.	DESCRIPTION	NAME	DATE
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 CITY OF FAIRFAX
 GEORGE T. SNYDER TRAIL
 PROJECT NO: 18022
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PL - 02
 PLAN AND PROFILE
 STA 6+00 TO STA 12+00

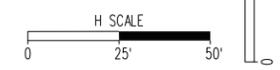
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LEGEND

- PROPOSED ASPHALT PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED PAVEMENT REMOVAL
- CUT LIMITS
- FILL LIMITS
- PROPOSED BOARDWALK



NO.	DESCRIPTION	NAME	DATE
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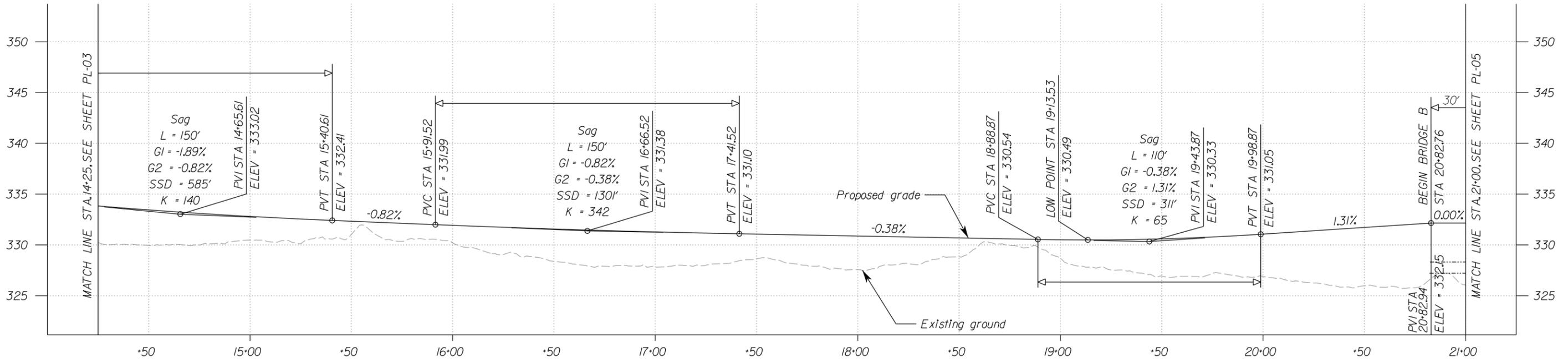
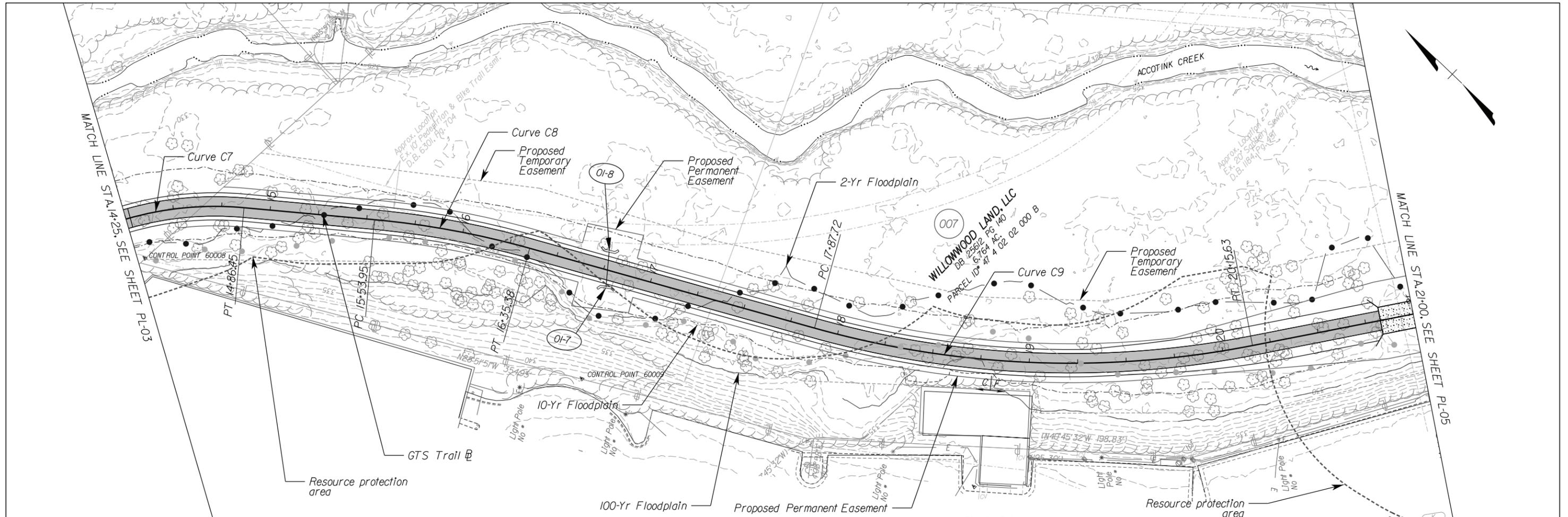
PROJECT NO: 18022 DATE: 02/05/2020 SHEET: 31 OF 106

PL - 03

PLAN AND PROFILE
 STA 12+00 TO STA 14+25
 STA 300+00 TO STA 304+07.12

BY: \$USER\$

PLOTTED: 04/28/2020



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LEGEND

- PROPOSED ASPHALT PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED PAVEMENT REMOVAL
- CUT LIMITS
- FILL LIMITS
- PROPOSED BOARDWALK

H SCALE: 0, 25', 50'

V SCALE: 0, 5, 10'

NO.	DESCRIPTION	NAME	DATE
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GEORGE T. SNYDER TRAIL

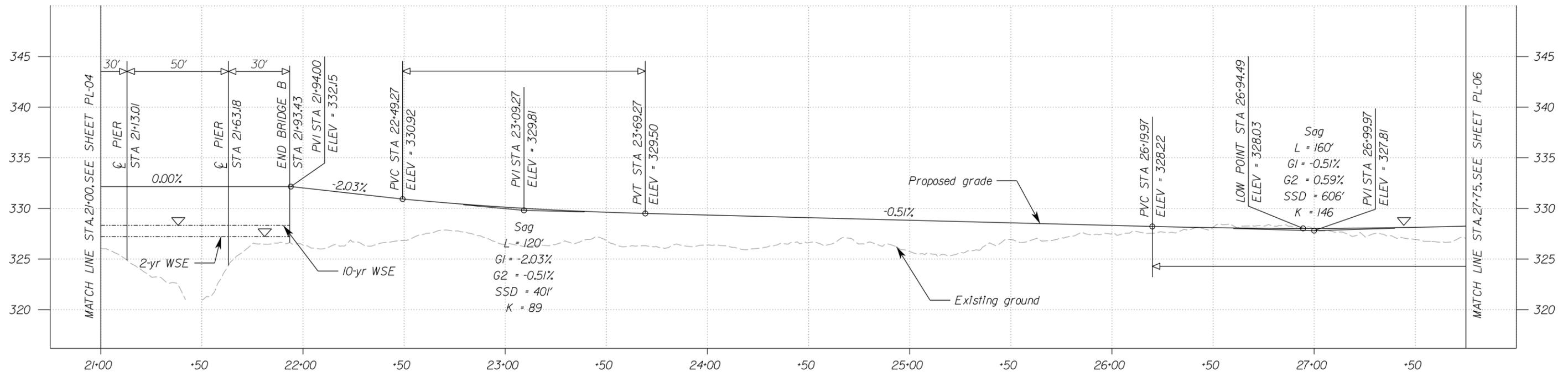
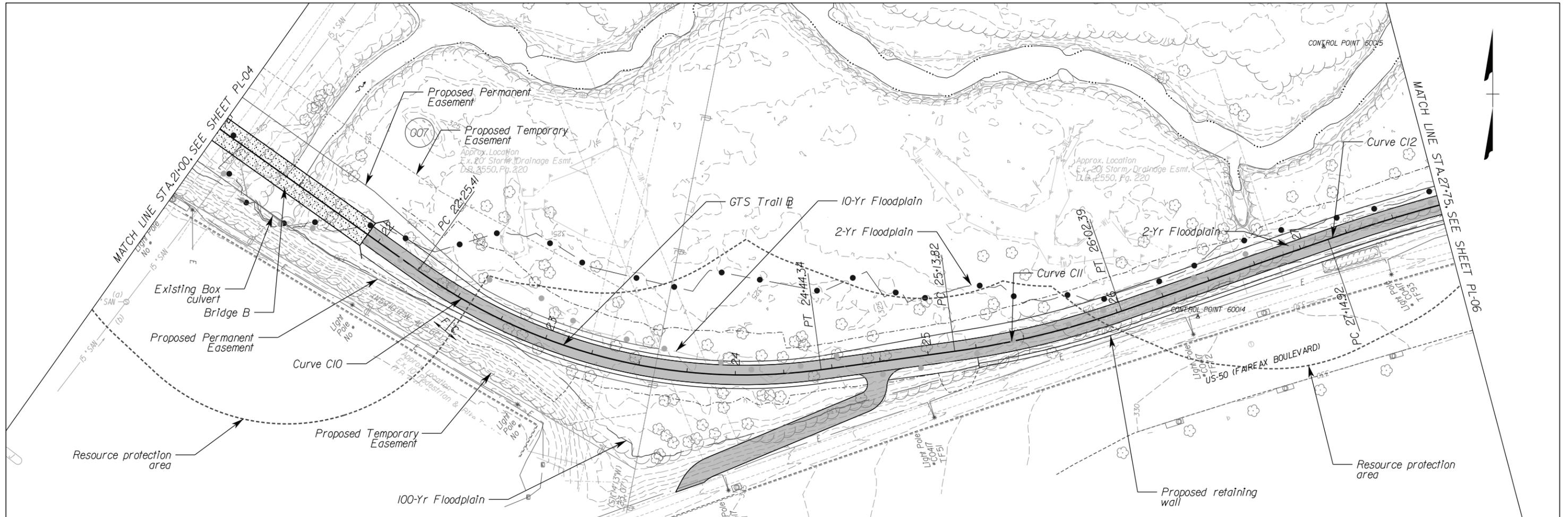
PROJECT NO: 18022 DATE: 02/05/2020 SHEET: 32 OF 106

PL - 04

PLAN AND PROFILE
STA 14+25 TO STA 21+00

BY: \$USER\$

PLOTTED: 04/15/2020

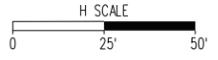


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LEGEND

- PROPOSED ASPHALT PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED PAVEMENT REMOVAL
- CUT LIMITS
- FILL LIMITS
- PROPOSED BOARDWALK



NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT/PROJECT
CITY OF FAIRFAX
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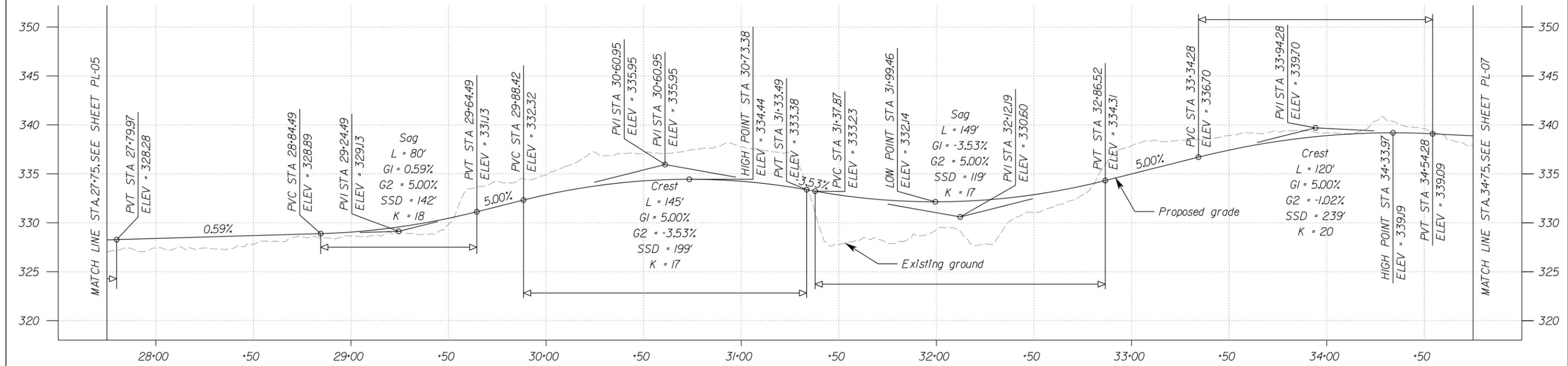
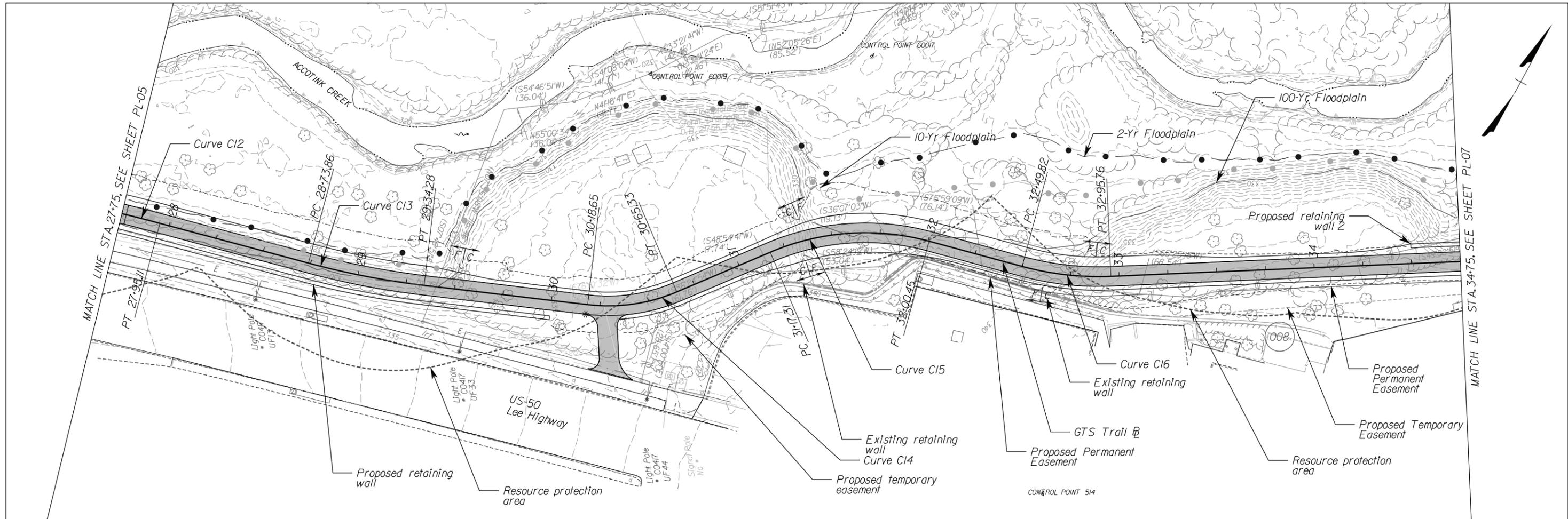
PROJECT NO: 18022 DATE: 02/05/2020 SHEET: 33 OF 106

PL - 05

PLAN AND PROFILE
STA 21+00 TO STA 27+75

BY: \$USER\$

PLotted: 04/15/2020



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LEGEND

- PROPOSED ASPHALT PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED PAVEMENT REMOVAL
- CUT LIMITS
- FILL LIMITS
- PROPOSED BOARDWALK

H SCALE: 0 25' 50'

V SCALE: 0 5 10'

NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT/PROJECT
CITY OF FAIRFAX
GEORGE T. SNYDER TRAIL

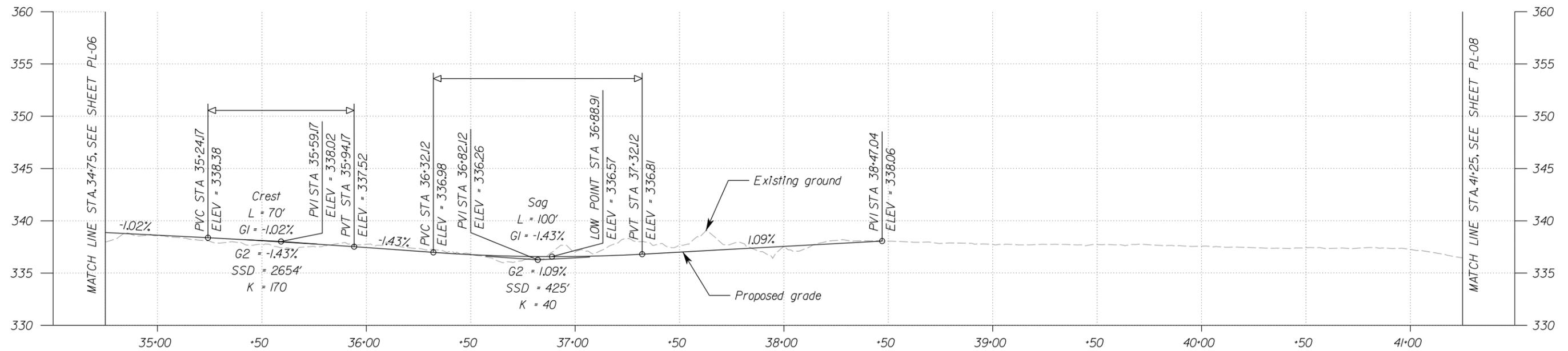
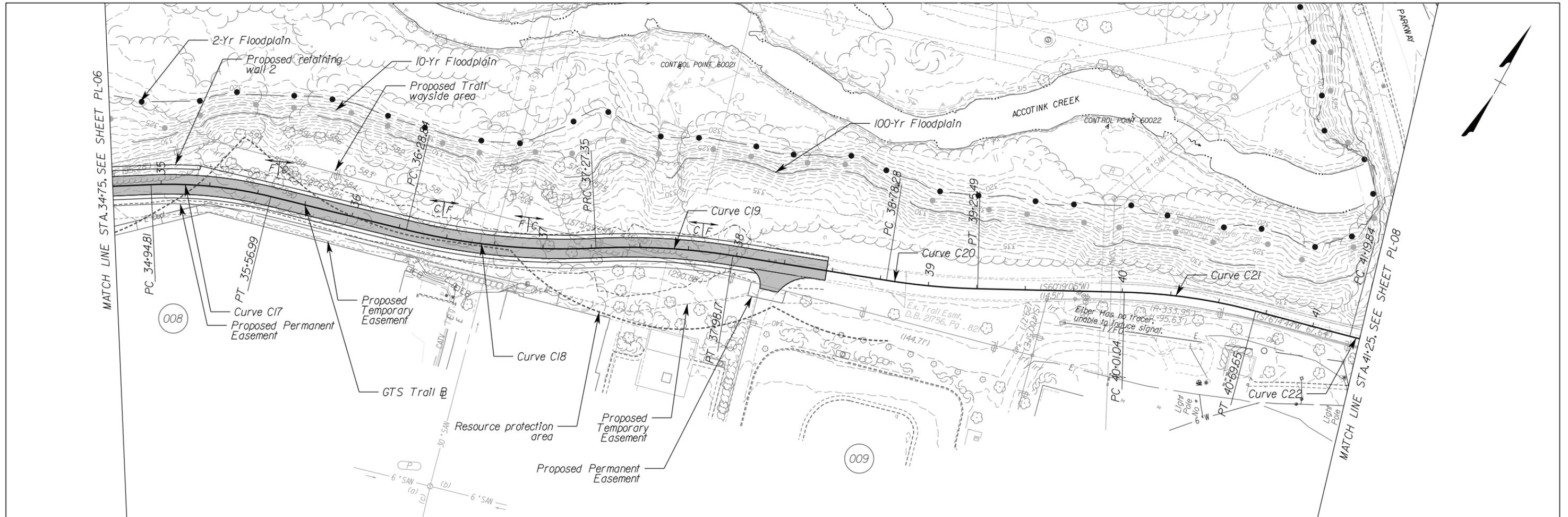
PROJECT NO: 18022 DATE: 02/05/2020 SHEET: 34 OF 106

PL - 06

PLAN AND PROFILE
STA 27+75 TO STA 34+75

BY: \$USER\$

PLOTTED: 04/28/2020

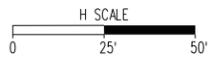


11320 RANDOM HILLS ROAD, SUITE 600
 FAIRFAX, VIRGINIA 22030
 TEL. (703) 263-1220
 FAX (703) 263-1221



LEGEND

- PROPOSED ASPHALT PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED PAVEMENT REMOVAL
- CUT LIMITS
- FILL LIMITS
- PROPOSED BOARDWALK



NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT/PROJECT
CITY OF FAIRFAX
GEORGE T. SNYDER TRAIL

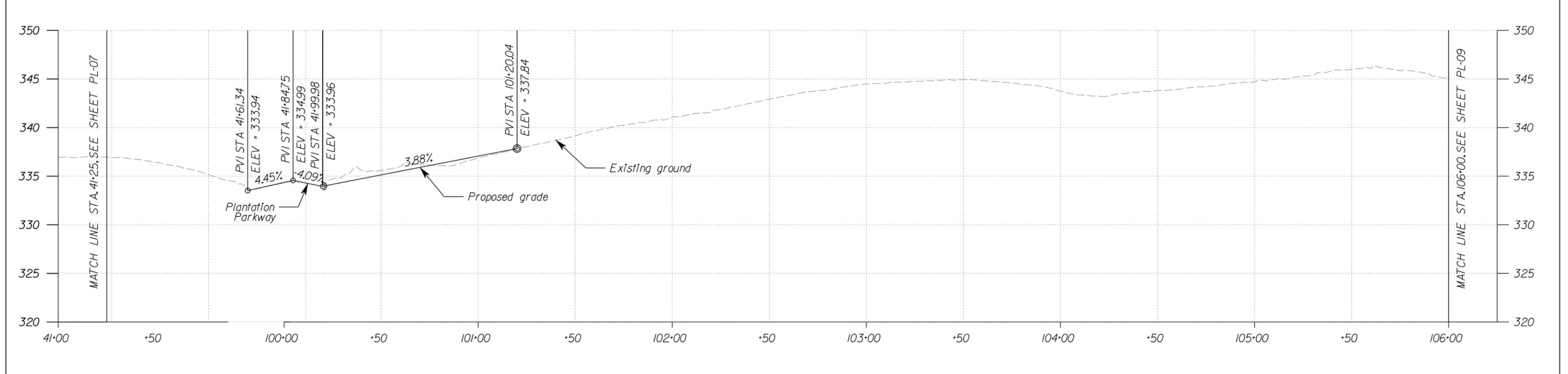
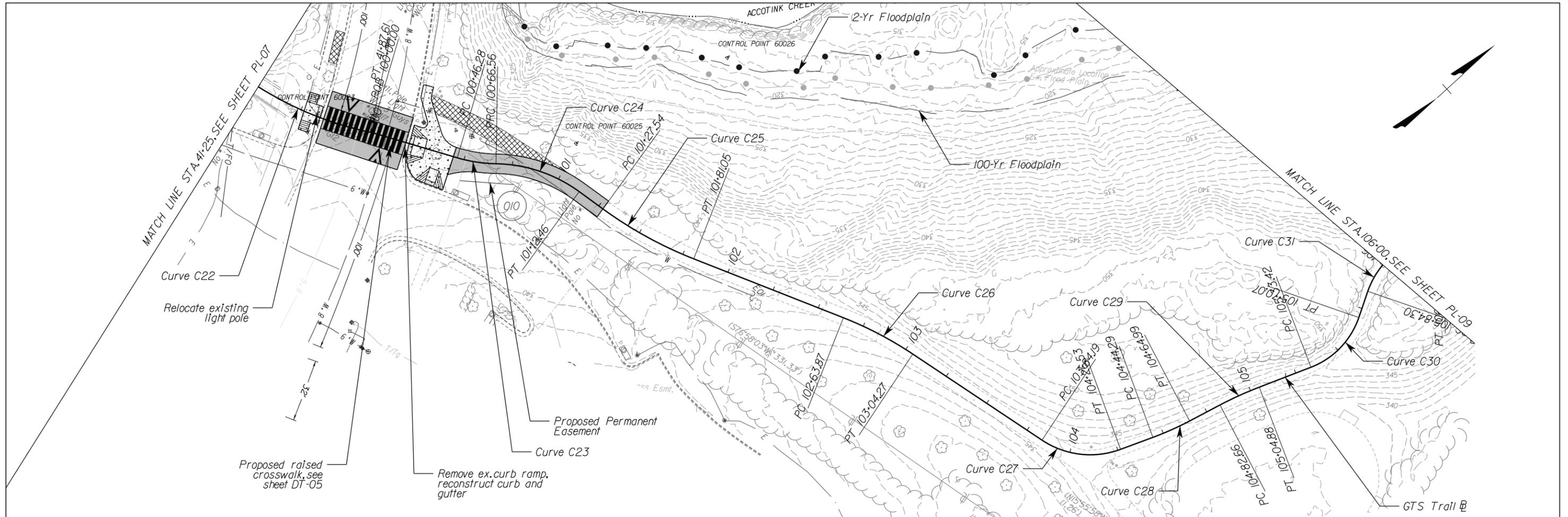
PROJECT NO: 18022 DATE: 02/05/2020 SHEET: 35 OF 106

PL - 07

PLAN AND PROFILE
STA 34+75 TO STA 41+25

BY: \$USER\$

PLOTTED: 04/15/2020



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LEGEND

- PROPOSED ASPHALT PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED PAVEMENT REMOVAL
- CUT LIMITS
- FILL LIMITS
- PROPOSED BOARDWALK

H SCALE: 0 25' 50'

V SCALE: 0 5 10'

NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT/PROJECT
CITY OF FAIRFAX
GEORGE T. SNYDER TRAIL

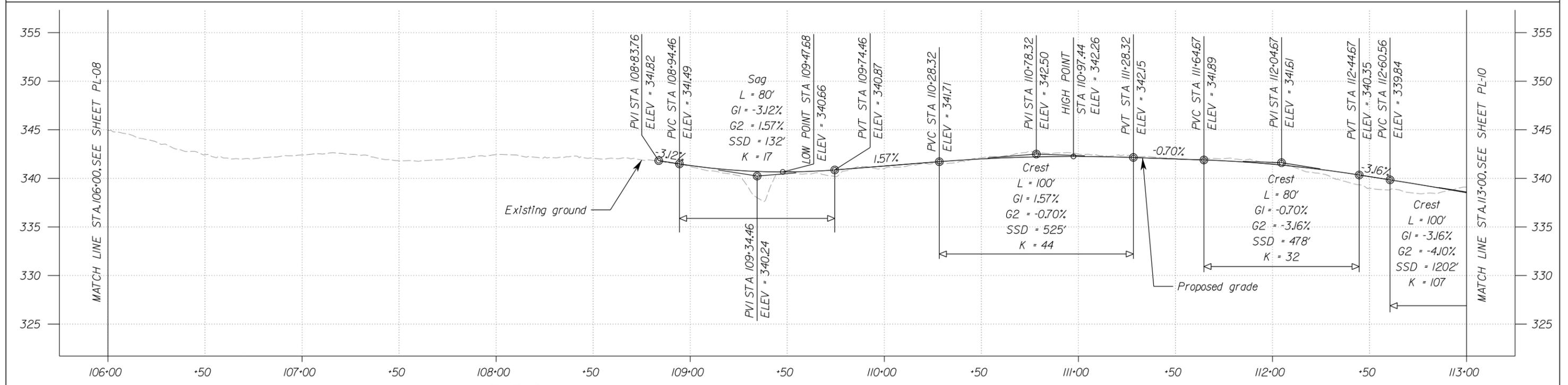
PROJECT NO: 18022 DATE: 02/05/2020 SHEET: 36 OF 106

PL - 08

PLAN AND PROFILE
STA 41+25 TO STA 41+87.61
STA 100+00 TO STA 106+00

BY: \$USER\$

PLOTTED: 04/15/2020



Stantec
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LEGEND

- PROPOSED ASPHALT PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED PAVEMENT REMOVAL
- CUT LIMITS
- FILL LIMITS
- PROPOSED BOARDWALK

H SCALE: 0 25' 50'

V SCALE: 0 5 10'

NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT/PROJECT
CITY OF FAIRFAX
GEORGE T. SNYDER TRAIL

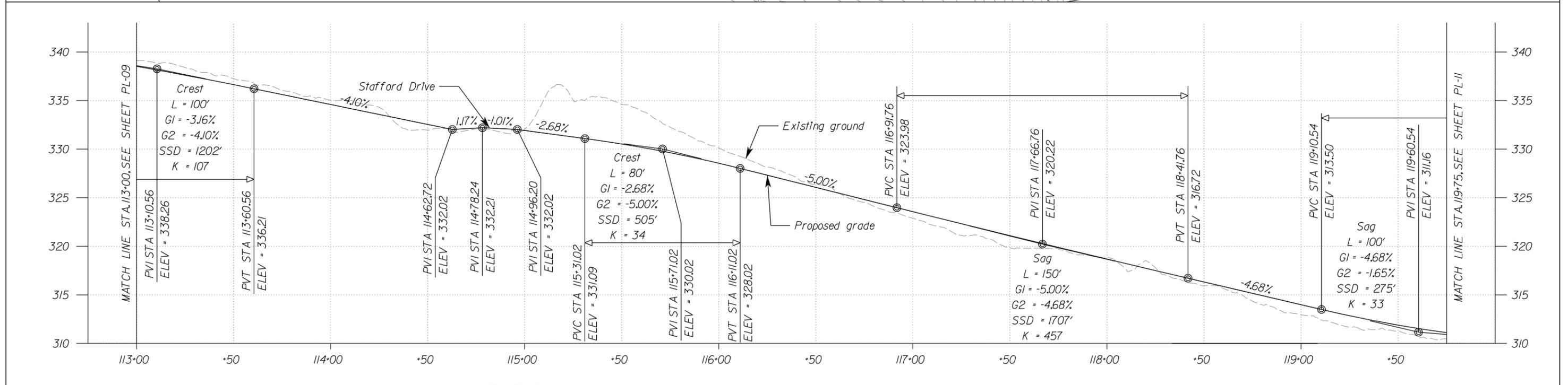
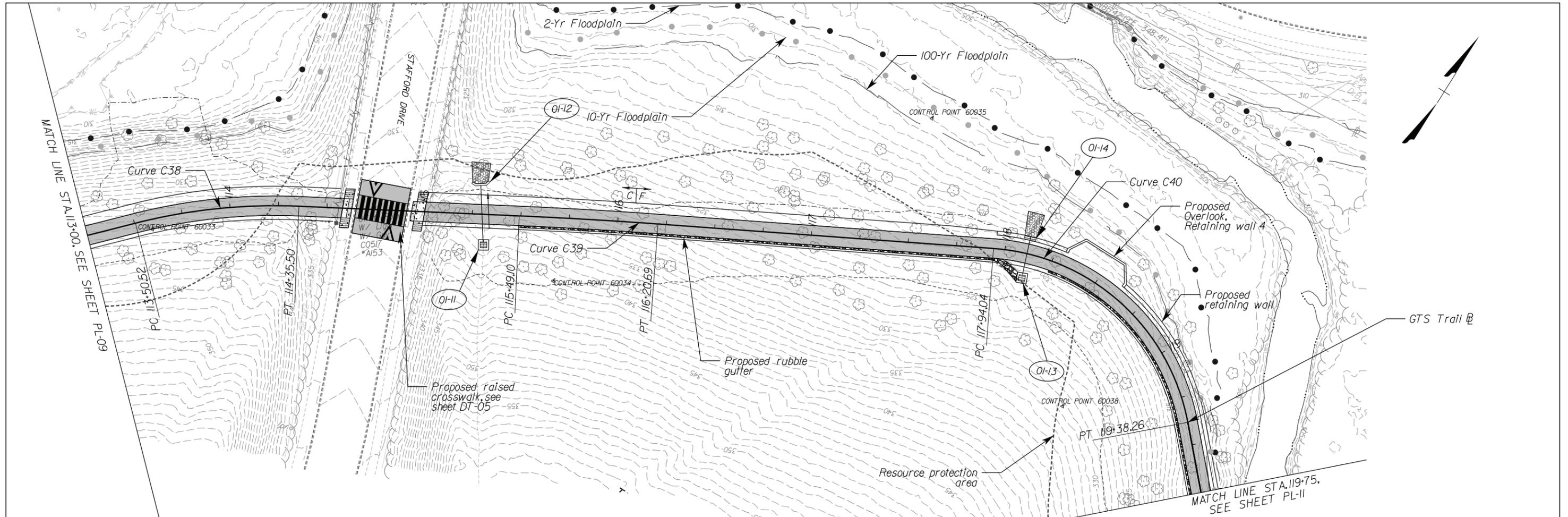
PROJECT NO: 18022 DATE: 02/05/2020 SHEET: 37 OF 106

PL - 09

PLAN AND PROFILE
STA 106+00 TO STA 113+00

BY: \$USER\$

PLOTTED: 04/15/2020



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FAX (703) 263-1221

LEGEND

- PROPOSED ASPHALT PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED PAVEMENT REMOVAL
- CUT LIMITS
- FILL LIMITS
- PROPOSED BOARDWALK

NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT/PROJECT
CITY OF FAIRFAX
GEORGE T. SNYDER TRAIL

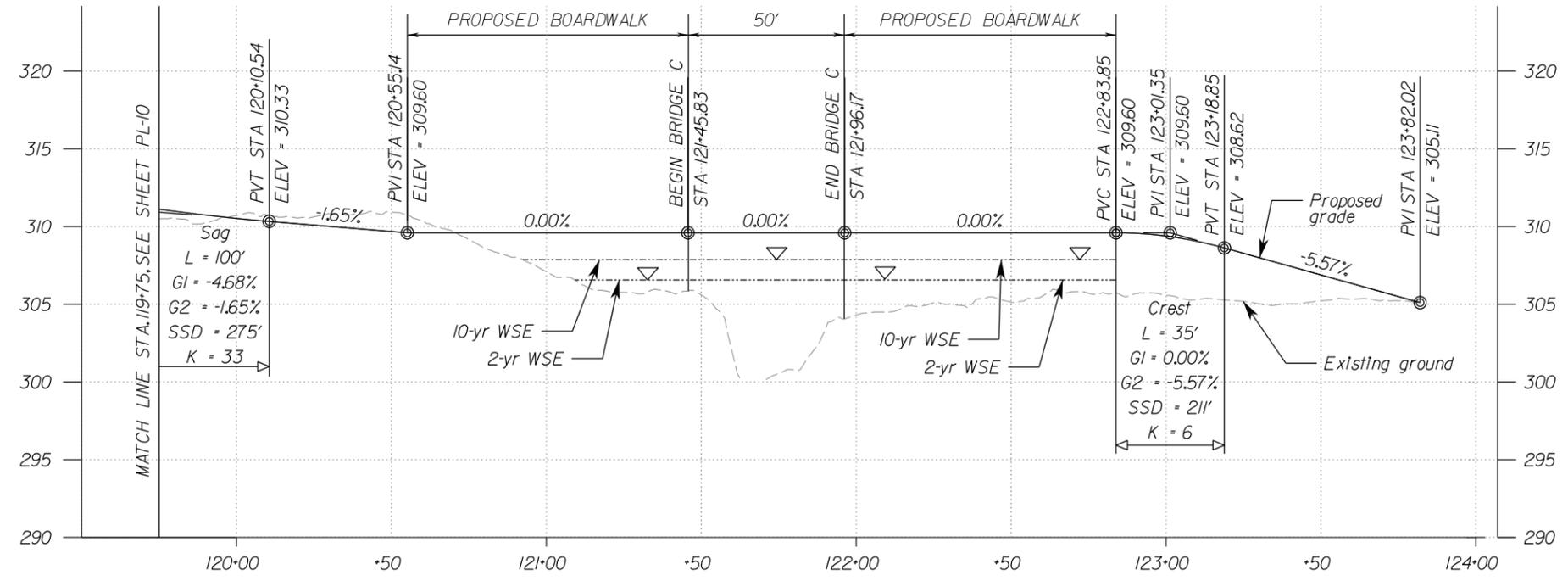
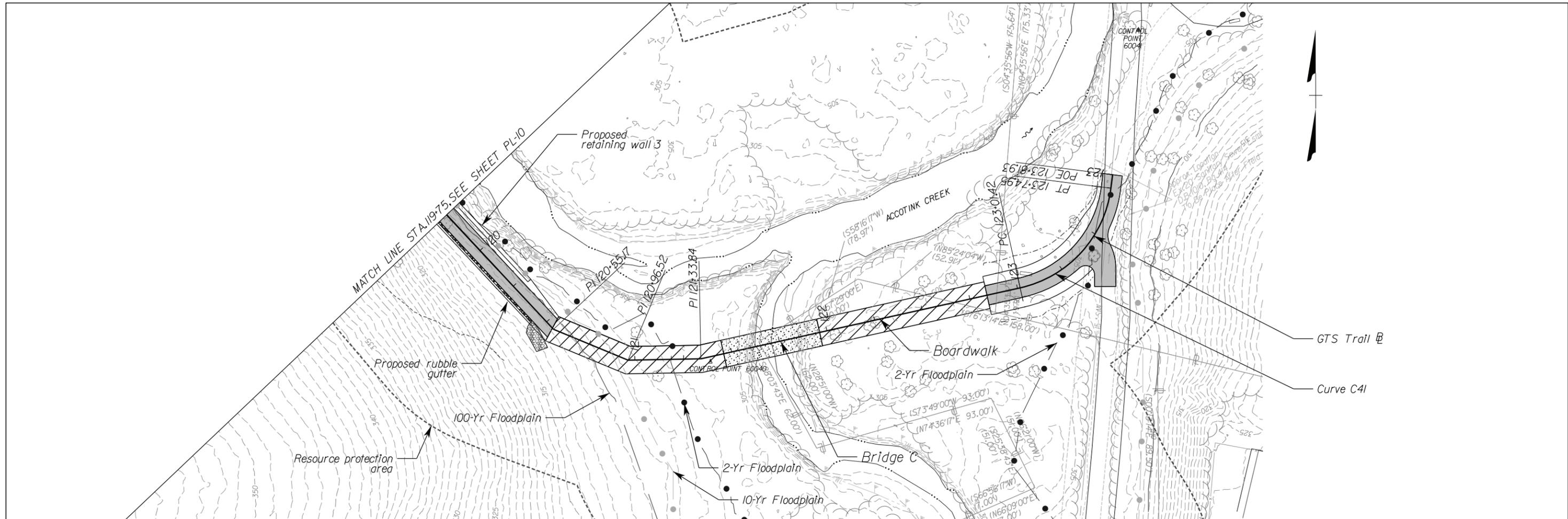
PROJECT NO: 18022 DATE: 02/05/2020 SHEET: 38 OF 106

PL - 10

PLAN AND PROFILE
STA 113+00 TO STA 119+75

BY: \$USER\$

PLotted: 04/16/2020



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LEGEND

- PROPOSED ASPHALT PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED PAVEMENT REMOVAL
- CUT LIMITS
- FILL LIMITS
- PROPOSED BOARDWALK

H SCALE: 0 25' 50'

V SCALE: 0 5 10'

NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT/PROJECT
CITY OF FAIRFAX
GEORGE T. SNYDER TRAIL

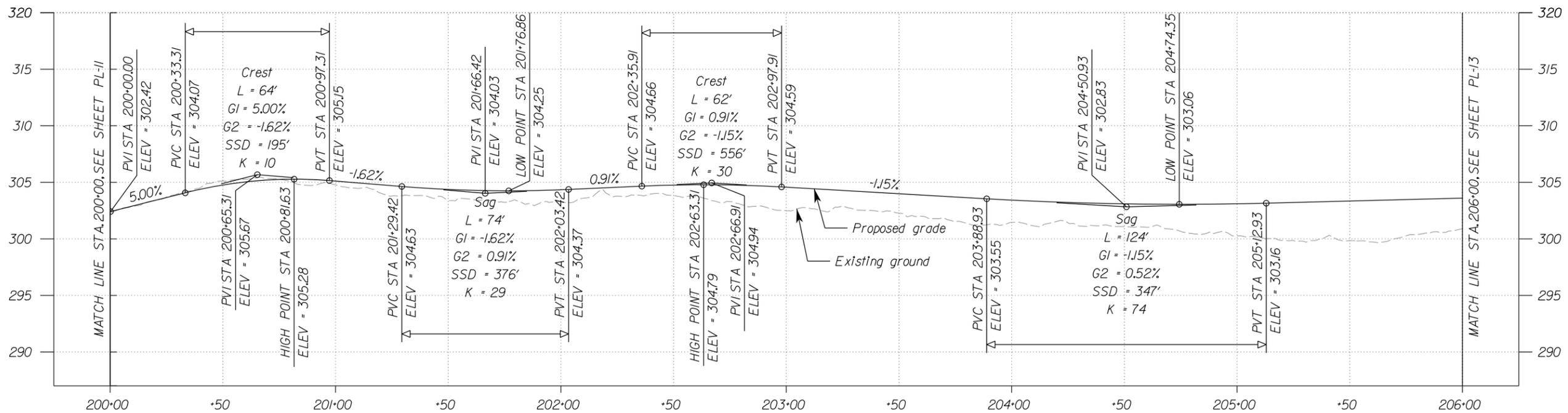
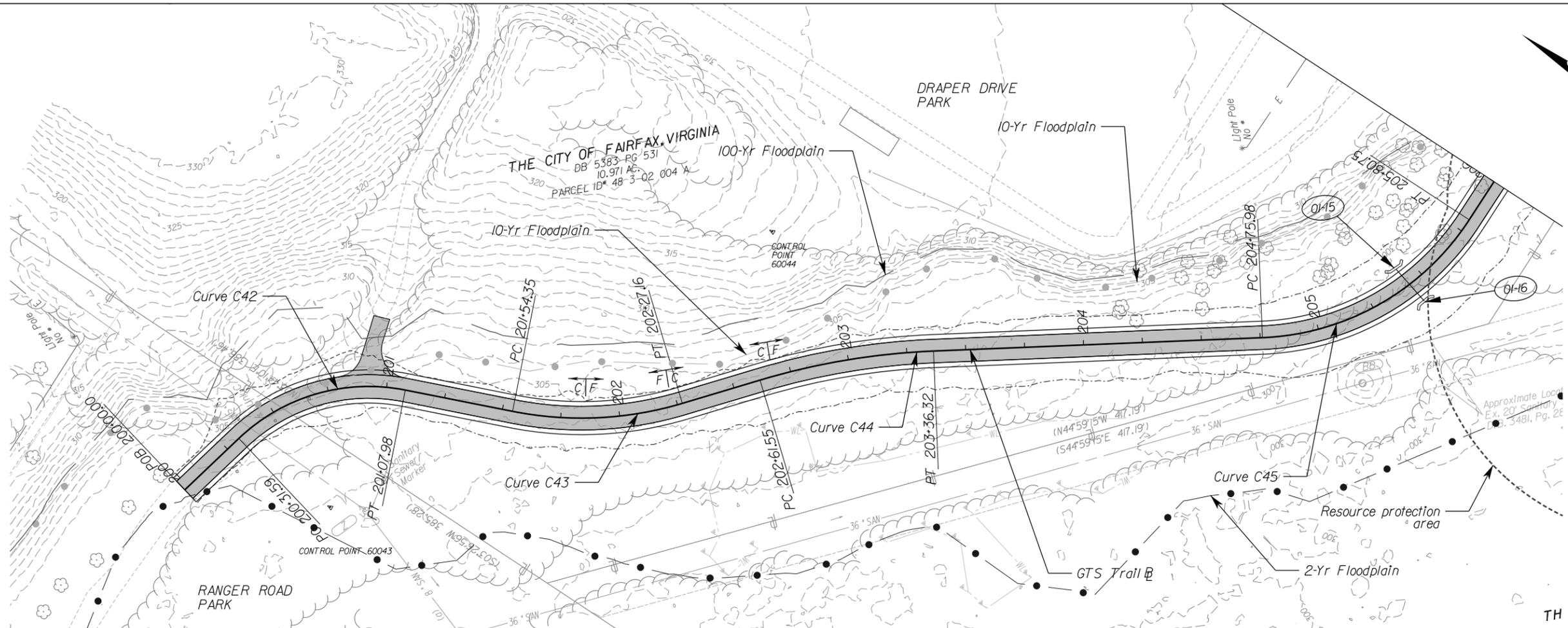
PROJECT NO: 18022 DATE: 02/05/2020 SHEET: 39 OF 106

PL - 11

PLAN AND PROFILE
 STA 119+75 TO STA 123+81.93

BY: \$USER\$

PLOTTED: 04/21/2020



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LEGEND

- PROPOSED ASPHALT PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED PAVEMENT REMOVAL
- CUT LIMITS
- FILL LIMITS
- PROPOSED BOARDWALK



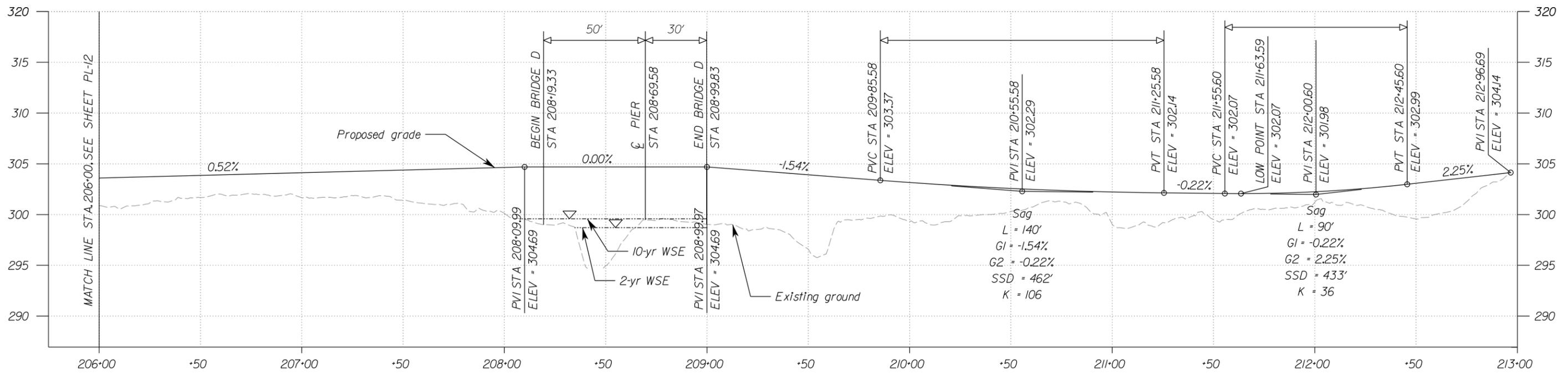
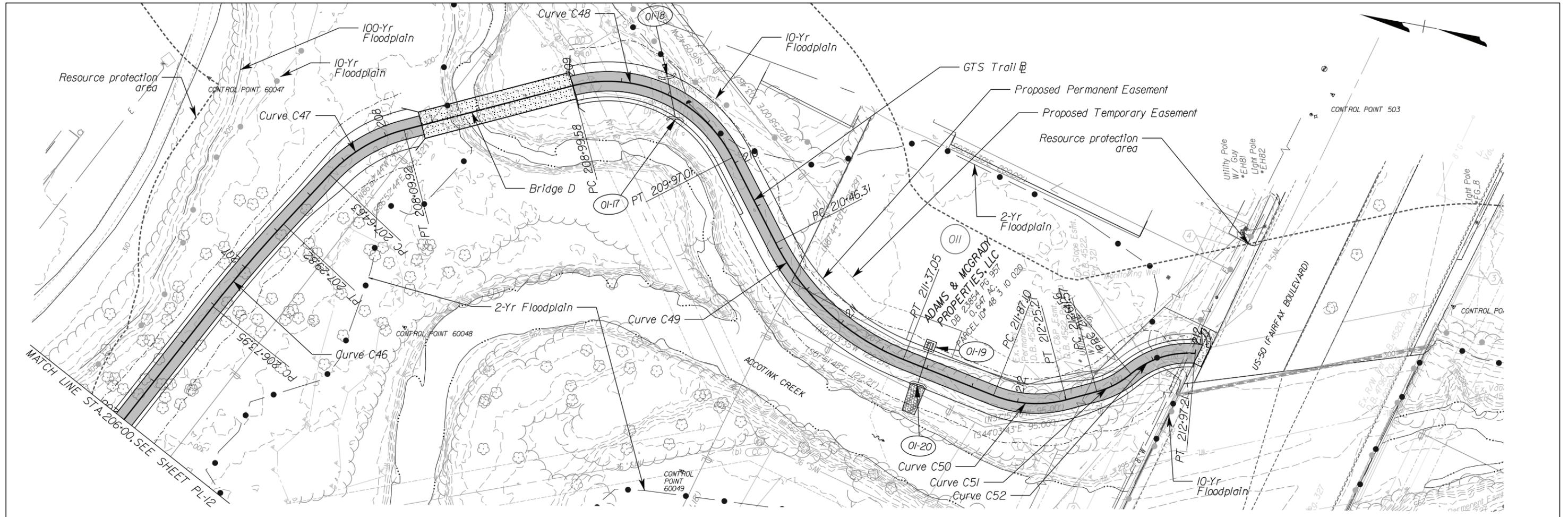
NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT/PROJECT
 CITY OF FAIRFAX
 GEORGE T. SNYDER TRAIL

PROJECT NO: 18022 DATE: 02/05/2020 SHEET: 40 OF 106

PL - 12

PLAN AND PROFILE
 STA 200+00 TO STA 206+00



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LEGEND

- PROPOSED ASPHALT PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED PAVEMENT REMOVAL
- CUT LIMITS
- FILL LIMITS
- PROPOSED BOARDWALK

H SCALE: 0 25' 50'

V SCALE: 0 5 10'

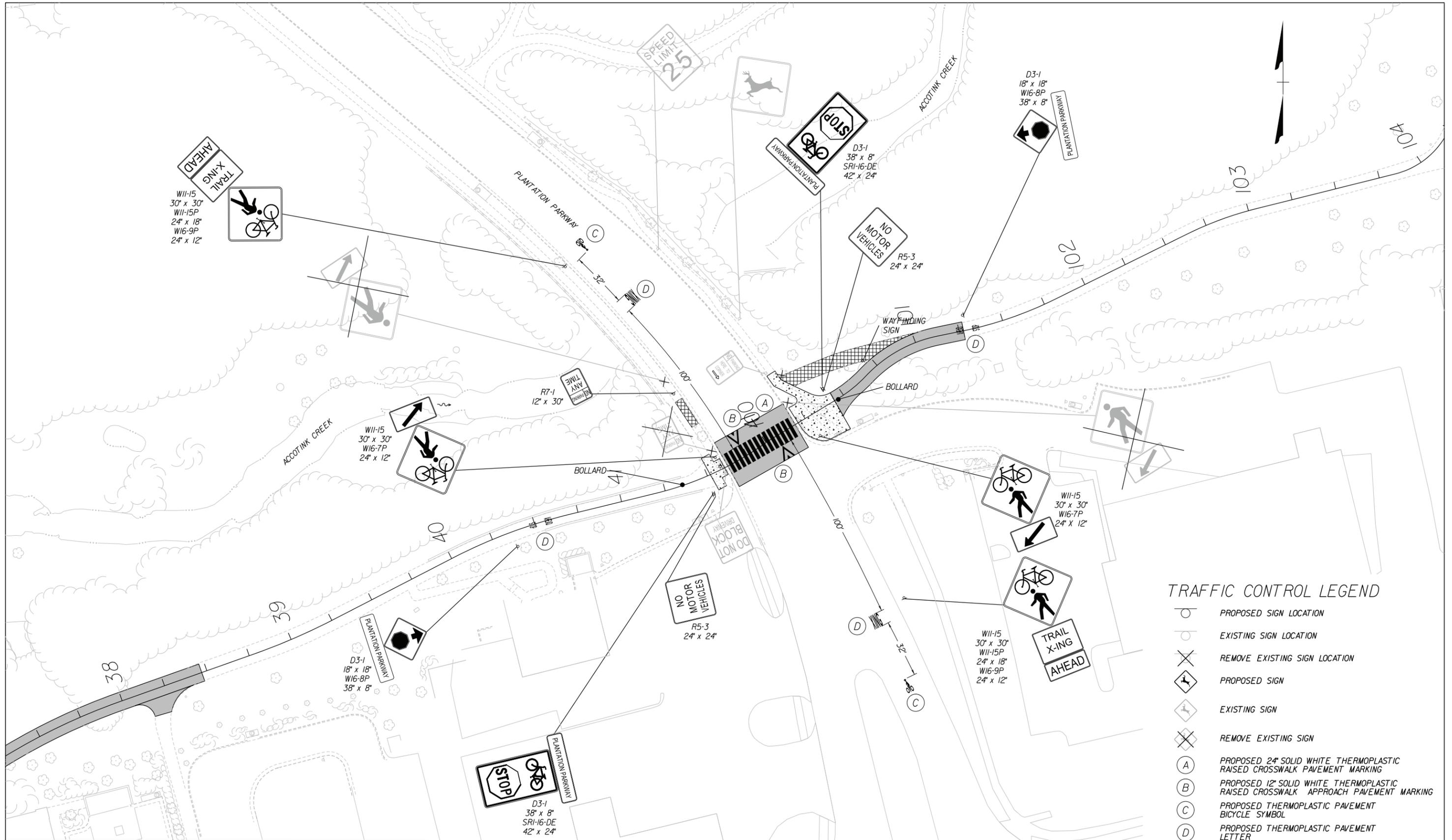
NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT/PROJECT
CITY OF FAIRFAX
GEORGE T. SNYDER TRAIL

PROJECT NO: 18022 DATE: 02/05/2020 SHEET: 41 OF 106

PL - 13

PLAN AND PROFILE
STA 206+00 TO STA 212+96.97



TRAFFIC CONTROL LEGEND

- PROPOSED SIGN LOCATION
- EXISTING SIGN LOCATION
- REMOVE EXISTING SIGN LOCATION
- PROPOSED SIGN
- EXISTING SIGN
- REMOVE EXISTING SIGN
- PROPOSED 24" SOLID WHITE THERMOPLASTIC RAISED CROSSWALK PAVEMENT MARKING
- PROPOSED 12" SOLID WHITE THERMOPLASTIC RAISED CROSSWALK APPROACH PAVEMENT MARKING
- PROPOSED THERMOPLASTIC PAVEMENT BICYCLE SYMBOL
- PROPOSED THERMOPLASTIC PAVEMENT LETTER



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NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT/PROJECT
 CITY OF FAIRFAX
 GEORGE T. SNYDER TRAIL
 PROJECT NO: 18022 DATE: 02/05/2020 SHEET: 42 OF 106

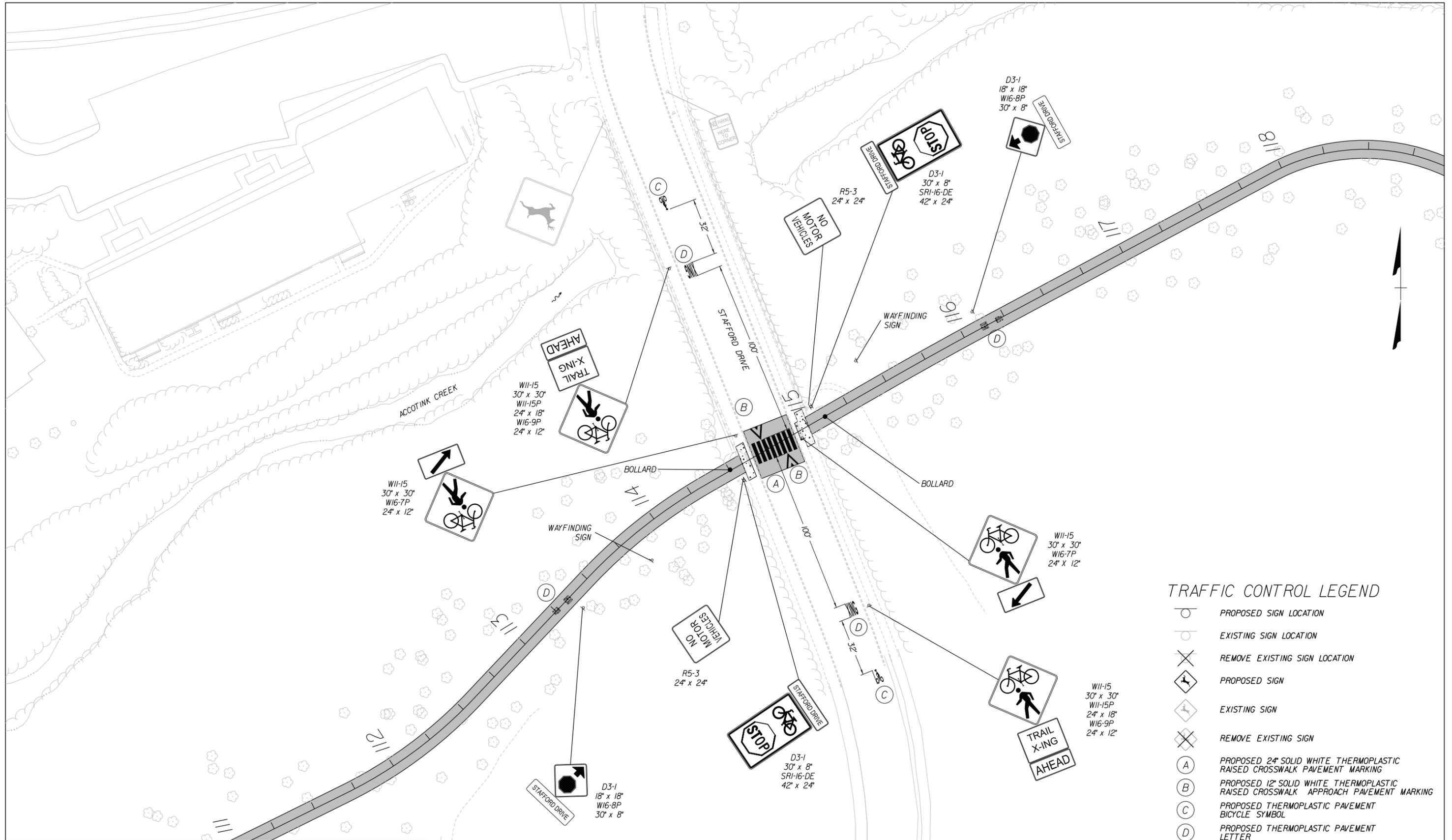
SCALE
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SN - 01

SIGNING AND PAVEMENT MARKING PLAN
PLANTATION PARKWAY

BY: \$USER\$

PLOTTED: 04/15/2020



TRAFFIC CONTROL LEGEND

- PROPOSED SIGN LOCATION
- EXISTING SIGN LOCATION
- REMOVE EXISTING SIGN LOCATION
- PROPOSED SIGN
- EXISTING SIGN
- REMOVE EXISTING SIGN
- PROPOSED 24" SOLID WHITE THERMOPLASTIC RAISED CROSSWALK PAVEMENT MARKING
- PROPOSED 12" SOLID WHITE THERMOPLASTIC RAISED CROSSWALK APPROACH PAVEMENT MARKING
- PROPOSED THERMOPLASTIC PAVEMENT BICYCLE SYMBOL
- PROPOSED THERMOPLASTIC PAVEMENT LETTER



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NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT / PROJECT
 CITY OF FAIRFAX
 GEORGE T. SNYDER TRAIL
 PROJECT NO: 18022 DATE: 02/05/2020 SHEET: 43 OF 106

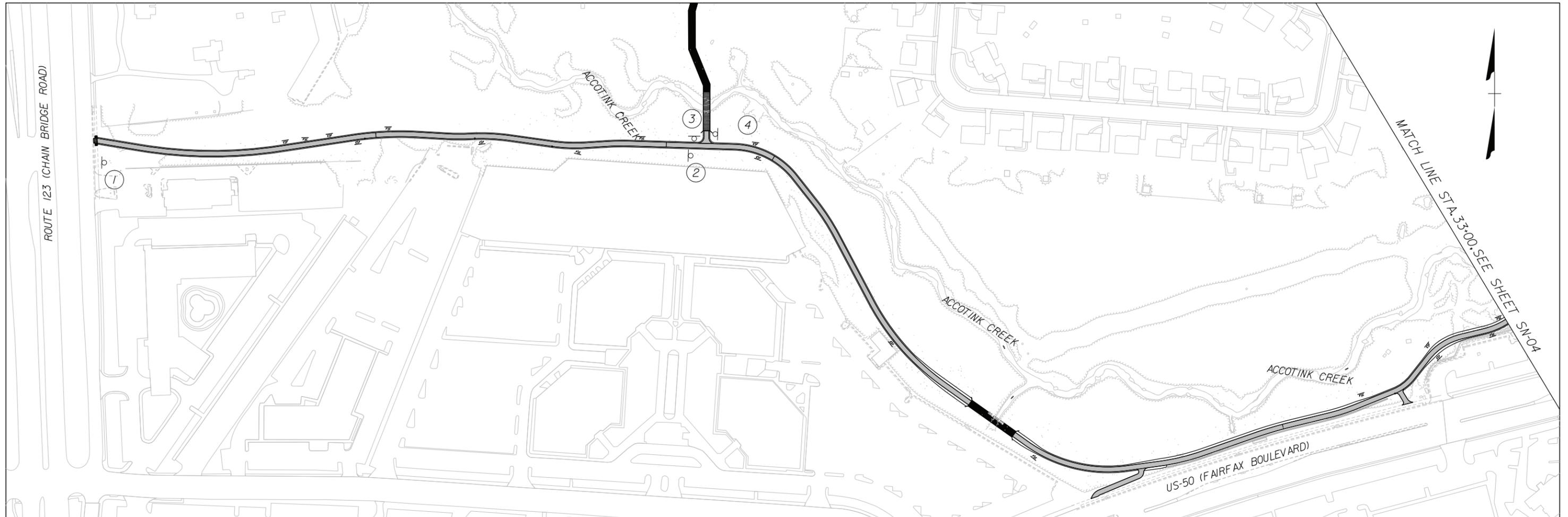
SCALE
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SN - 02

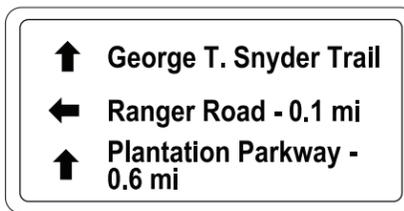
SIGNING AND PAVEMENT MARKING PLAN
STAFFORD DRIVE

BY: \$USER\$NAME\$

PLOTTED: 04/15/2020



SAMPLE OPTION 1
George T. Snyder Trail
Eastbound Direction
SN-3
36" x 18"



SAMPLE OPTION 2
George T. Snyder Trail
Eastbound Direction
SN-3



SAMPLE OPTION 3
George T. Snyder Trail
Eastbound Direction
SN-3



Station	Sign Orientation	Destination	Direction	Distance
0+00	W	George Snyder Trail	↑	
0+00	W	Chain Bridge Road	↓	
0+00	W	Ranger Road	↑	0.3 mi
0+00	W	Plantation Parkway	↑	0.8 mi
0+00	W	Fairfax Blvd	↑	0.9 mi
0+00	W	Stafford Drive	↑	1.0 mi
0+00	W	I-66 Trail	↑	1.8 mi
0+00	W	Wilcoxon Trail	↑	2.0 mi
12+25	W	George Snyder Trail	↑	
12+25	W	Ranger Road	←	0.1 mi
12+25	W	Chain Bridge Road	↓	0.2 mi
12+25	W	Plantation Parkway	↑	0.6 mi
12+25	W	Fairfax Blvd	↑	0.7 mi
12+25	W	Stafford Drive	↑	0.8 mi
12+25	W	I-66 Trail	↑	1.5 mi
12+25	W	Wilcoxon Trail	↑	2.0 mi

Station	Sign Orientation	Destination	Direction	Distance
304+50	N	George Snyder Trail	↔	
304+50	N	Ranger Road	↓	0.1 mi
304+50	N	Chain Bridge Road	→	0.2 mi
304+50	N	Plantation Parkway	←	0.6 mi
304+50	N	Fairfax Blvd	←	0.7 mi
304+50	N	Stafford Drive	←	0.8 mi
304+50	N	I-66 Trail	←	1.3 mi
304+50	N	Wilcoxon Trail	←	2.0 mi
12+75	E	George Snyder Trail	↑	
12+75	E	Ranger Road	→	0.1 mi
12+75	E	Chain Bridge Road	↑	0.2 mi
12+75	E	Fairfax Blvd	↓	0.3 mi
12+75	E	Plantation Parkway	↓	0.5 mi
12+75	E	Stafford Drive	↓	0.8 mi
12+75	E	I-66 Trail	↓	1.4 mi
12+75	E	Wilcoxon Trail	↓	1.8 mi

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NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT/PROJECT
CITY OF FAIRFAX
GEORGE T. SNYDER TRAIL

PROJECT NO: **18022** DATE: **02/05/2020** SHEET: **44 OF 106**

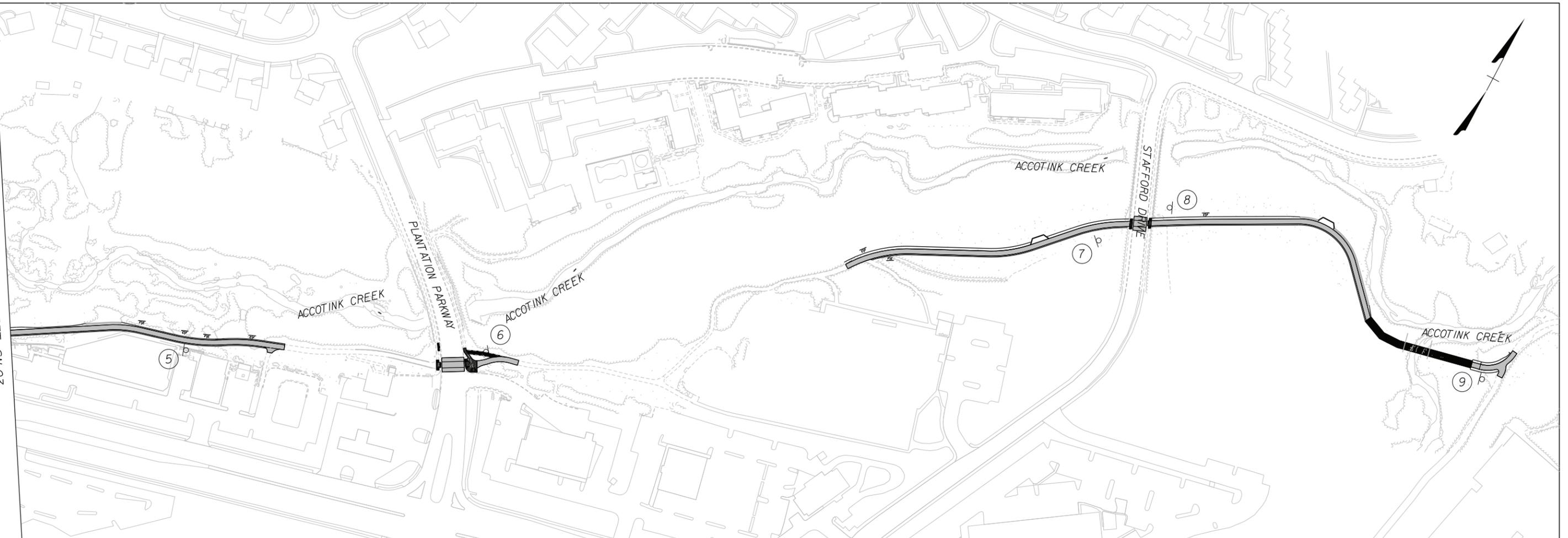
SCALE
0 100' 200'

SN-03

WAYFINDING SIGN PLAN

BY: \$USER\$

MATCH LINE STA. 33+00, SEE SHEET SN-03



5

Station	Sign Orientation	Destination	Direction	Distance
36+25	SW	Plantation Parkway	↑	0.1 mi
36+25	SW	Ranger Road	←	0.2 mi
36+25	SW	Fairfax Blvd	→	0.2 mi
36+25	SW	Stafford Drive Park	↑	0.3 mi
36+25	SW	Stafford Drive	↑	0.4 mi
36+25	SW	Chain Bridge Road	↓	0.7 mi
36+25	SW	I-66 Trail	↓	0.9 mi
36+25	SW	Wilcoxon Trail	↑	1.5 mi
100+50	NE	Plantation Parkway	↔	
100+50	NE	Fairfax Blvd	←	0.05 mi
100+50	NE	Ranger Road	→	0.1 mi
100+50	NE	Stafford Drive Park	↓	0.2 mi
100+50	NE	Stafford Drive	↓	0.3 mi
100+50	NE	Chain Bridge Road	↑	0.8 mi
100+50	NE	I-66 Trail	→	0.8 mi
100+50	NE	Wilcoxon Trail	↓	1.4 mi

6

7

Station	Sign Orientation	Destination	Direction	Distance
113+50	W	George Snyder Trail	↑	
113+50	W	Stafford Drive	↔	
113+50	W	Ranger Road	←	0.1 mi
113+50	W	Fairfax Blvd	→	0.2 mi
113+50	W	Plantation Parkway	↓	0.3 mi
113+50	W	Chain Bridge Road	↓	1.0 mi
113+50	W	Wilcoxon Trail	↑	1.0 mi
113+50	W	I-66 Trail	↓	1.1 mi
115+25	NE	Stafford Drive	↔	
115+25	NE	Ranger Road	→	0.05 mi
115+25	NE	Fairfax Blvd	←	0.2 mi
115+25	NE	Stafford Drive Park	↑	0.2 mi
115+25	NE	Plantation Parkway	↑	0.3 mi
115+25	NE	Wilcoxon Trail	↓	0.9 mi
115+25	NE	Chain Bridge Road	↑	1.0 mi
115+25	NE	I-66 Trail	↑	1.1 mi

8

9

Station	Sign Orientation	Destination	Direction	Distance
122+75	NW	George Snyder Trail	↑	
122+75	NW	Draper Drive Park	↑	0.2 mi
122+75	NW	Clifford Drive	↑	0.2 mi
122+75	NW	Stafford Drive	↓	0.2 mi
122+75	NW	Fairfax Blvd	→	0.2 mi
122+75	NW	Plantation Parkway	↓	0.5 mi
122+75	NW	Ranger Road	↑	0.3 mi
122+75	NW	Chain Bridge Road	↓	1.2 mi
122+75	NW	Wilcoxon Trail	↑	0.8 mi
122+75	NW	I-66 Trail	↓	1.3 mi



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NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT/PROJECT
CITY OF FAIRFAX
GEORGE T. SNYDER TRAIL

PROJECT NO: 18022 DATE: 02/05/2020 SHEET: 45 OF 106

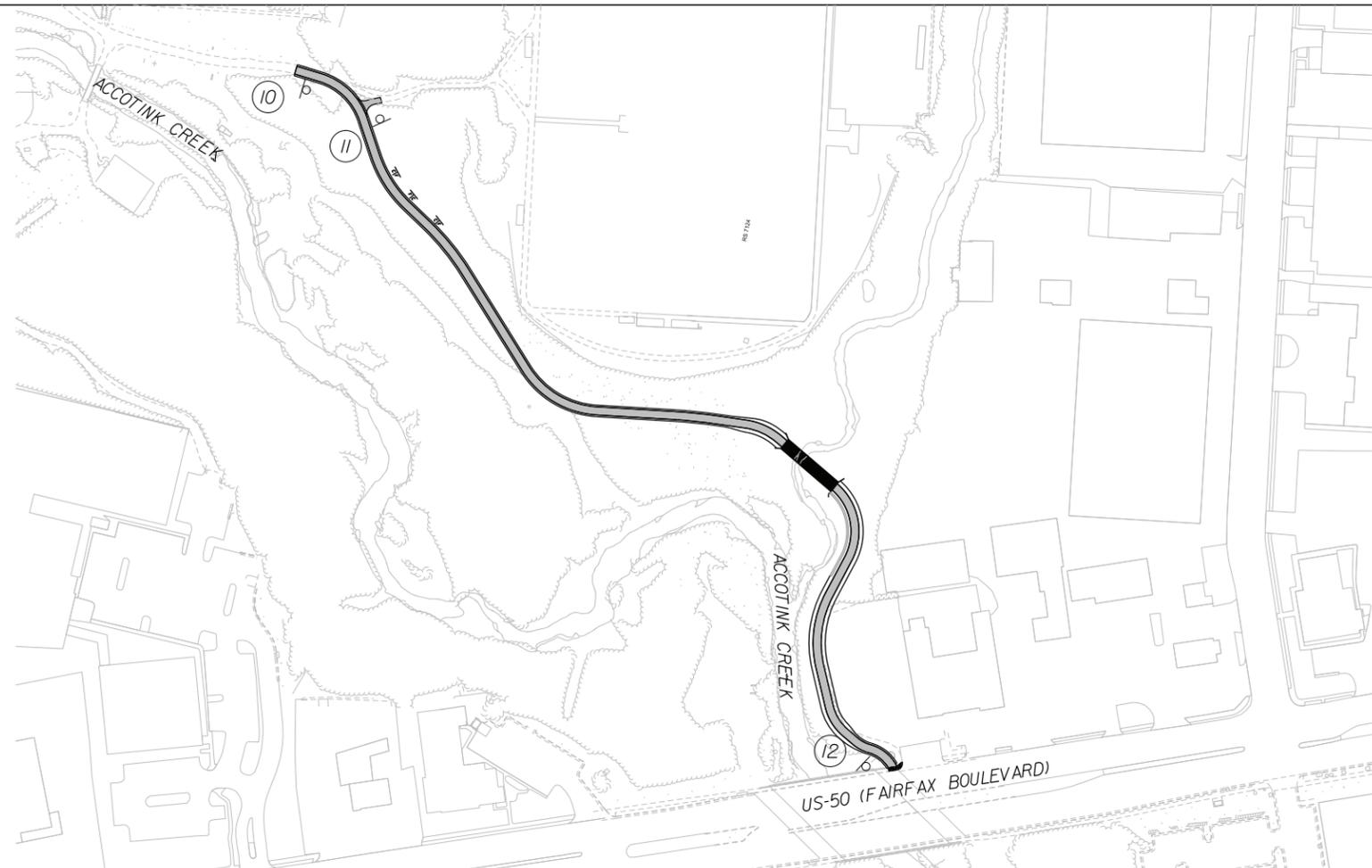


SN-04

WAYFINDING SIGN PLAN

BY: \$USER\$

PLOTTED: 04/15/2020



10

Station	Sign Orientation	Destination	Direction	Distance
200+25	W	George Snyder Trail	↑	
200+25	W	Draper Drive Park	↖	
200+25	W	Ranger Road	↓	0.1 mi
200+25	W	Clifford Drive	↖	0.1 mi
200+25	W	Beech Drive	↖	0.2 mi
200+25	W	Stafford Drive	↓	0.4 mi
200+25	W	Fairfax Blvd	↓	0.4 mi
200+25	W	Plantation Parkway	↓	0.6 mi
200+25	W	Wilcoxon Trail	↑	0.6 mi
200+25	W	Chain Bridge Road	↓	1.4 mi
200+25	W	I-66 Trail	↓	1.5 mi

11

Station	Sign Orientation	Destination	Direction	Distance
201+00	SE	Draper Drive Park	→	
201+00	SE	Ranger Road	↑	0.1 mi
201+00	SE	Clifford Drive	→	0.1 mi
201+00	SE	Stafford Drive	↑	0.4 mi
201+00	SE	Wilcoxon Trail	↓	0.4 mi
201+00	SE	Plantation Parkway	↑	0.5 mi
201+00	SE	Fairfax Blvd	↑	0.6 mi
201+00	SE	Chain Bridge Road	↑	1.5 mi
201+00	SE	I-66 Trail	↑	1.5 mi

12

Station	Sign Orientation	Destination	Direction	Distance
212+75	N	George Snyder Trail	↑	
212+75	N	Draper Drive Park	↓	0.3 mi
212+75	N	Ranger Road	↓	0.3 mi
212+75	N	Clifford Drive	↓	0.3 mi
212+75	N	Beech Drive	↓	0.4 mi
212+75	N	Stafford Drive	↓	0.6 mi
212+75	N	Fairfax Blvd	↑	0.2 mi
212+75	N	Plantation Parkway	↓	0.9 mi
212+75	N	Wilcoxon Trail	↑	0.2 mi
212+75	N	Chain Bridge Road	↓	1.7 mi
212+75	N	I-66 Trail	↓	1.7 mi



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NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT/PROJECT
 CITY OF FAIRFAX
 GEORGE T. SNYDER TRAIL
 PROJECT NO: 18022 DATE: 02/05/2020 SHEET: 46 OF 106

SCALE
 0 100' 200'
 SN-05

WAYFINDING SIGN PLAN

BY: \$USER\$

PLOTTED: 04/15/2020

General Notes

1. All work on this project shall conform to the 2009 Manual on Uniform Traffic Control Devices (MUTCD), the 2008 Book of Standards, the 2016 Road and Bridge Specifications, the 2011 Virginia Supplement to the MUTCD, and the 2011 VDOT Work Area Protection Manual (WAPM) and all subsequent revisions.
2. Suggested location of work zone signs is shown on TTC plans. If suggested locations conflict with the Virginia WAPM, signs shall be placed in accordance with the WAPM.
3. Unless otherwise approved by the Engineer, the Contractor shall plan and prosecute the work in accordance with the following Sequence of Construction (SOC) and Temporary Traffic Control Plans (TTC).
4. It is not the intent of the SOC plan to enumerate every detail which must be considered in the construction of each stage, but only to show the general handling of traffic.
5. Any contract items not specifically noted in the SOC may be constructed at the Contractor's option, as approved by the Engineer.
6. All areas excavated below the existing pavement surface and within the clear zone, at the conclusion of each workday, shall be backfilled to form an approximate 6:1 wedge against the existing pavement surface for the safety and protection of vehicular traffic. All cost for placing, maintain, and removing the 6:1 wedge shall be included in the bid for other items in the contract and no additional compensation will be allowed.
7. Two-Way, One-Lane traffic will be permitted to facilitate specific isolated construction activities that require a lane closure as directed by the Engineer.
8. Any earthwork imbalance encountered by the following SOC Plan should be addressed by using total project materials. Surface pavement and final pavement markings shall only be placed after all other work has been completed.
9. The Contractor shall contact the City of Fairfax Department of Transportation 2 weeks prior to the start of construction to coordinate construction activities within the work zone.
10. The Contractor shall maintain all roadway signage throughout the project area.
11. All construction signs shall be the responsibility of the contractor, including furnishing, installing, adjusting, maintaining, and removing post per the specifications and standard details. The actual sign locations shall be approved by the Engineer.
12. The contractor shall designate an individual responsible for the maintenance and protection of traffic, who can be contacted at all times, 24 hours a day, 7 days a week in case of emergencies.
13. If needed, the Contractor shall submit a detailed TTC and SOC plan for review and approval by The City of Fairfax Department of Transportation. The contractor shall allow a minimum of 2 weeks for review, any major changes will require approval by the Engineer, minor adjustments of the TTC shall be reviewed by the Engineer.
14. Upon completion of the construction, the contractor shall remove all temporary signage.
15. The Contractor shall seed all disturbed areas and shall meet VDOT standards. The cost shall be included in other pay items.
16. Signs no longer applicable and/or in conflict with other traffic control devices shall be removed and/or covered when no longer necessary.
17. All other signs shall be properly aligned/oriented and maintained.
18. All Temporary Traffic Control signs shown in the plans are approximate. Adjustments may be made based on field conditions with prior approval and/or discretion of the Engineer.
19. The Contractor shall provide positive drainage, grade all areas to drain and provide temporary drainage as required and/or as shown on the plans to prevent ponding of water, and runoff of water off site onto adjacent properties.
20. The Contractor shall coordinate all construction activities with any utility relocations within this project. The Contractor shall perform test pit excavations in advance to verify the exact locations and elevations of the existing utilities and also to determine if any of these utilities will be in conflict with the proposed work as directed by the Engineer.
21. Any equipment or materials actively being utilized for a particular construction activity must be placed not to create a fixed-object hazard to motorists or pedestrians.

Sequence of Construction

Stage 1

1. Install all Erosion and Sediment Control devices associated with Stage 1 construction.
2. Install all Temporary Traffic Control devices associated with Stage 1 construction.
3. Construct the George T. Snyder Trail from Sta. 0+00 to Sta. 24+25.
4. Construct the trail connection from the George T. Snyder Trail to Ranger Road from Sta. 300+00 to Sta. 304+57.
5. Construct temporary access connection between US 50 and the George T. Snyder Trail. Note that the temporary access will become the future trail connection completed in Stage 2.

Stage 2

1. Install all Erosion and Sediment Control devices associated with Stage 2 construction.
2. Install all Temporary Traffic Control devices associated with Stage 2 construction.
3. Construct the George T. Snyder Trail from Sta. 24+25 to Sta. 38+20.
4. Complete construction of the George T. Snyder Trail Connection to US 50.
5. Remove all Temporary Traffic Control devices associated with Stages 1 and 2.
6. Upon approval from the Engineer, remove all Temporary Erosion and Sediment Control devices associated with Stages 1 and 2.

Stage 3

Phase 1

1. Install all Erosion and Sediment Control devices associated with Stage 3 construction.
2. Install all Temporary Traffic Control devices associated with Stage 3.
3. Construct the George T. Snyder Trail from Sta. 100+00 to Sta. 100+50.
4. Construct the pedestrian curb ramps on the northeast corner of Plantation Parkway.

Phase 2

1. Complete the construction of the George T. Snyder Trail from Sta. 100+50 to Sta. 101+06. Maintain a pedestrian pathway during construction.
2. Remove all Temporary Traffic Control devices associated with Stage 3 Phases 1 and 2.
3. Upon approval from the Engineer, remove all Temporary Erosion and Sediment Control devices associated with Stage 3.

Phase 3

1. Construct the Speed Hump across Plantation Parkway.
2. Use Std. TTC-24J.

Stage 4

Phase 1

1. Install all Erosion and Sediment Control devices associated with Stage 4 construction.
2. Install all Temporary Traffic Control devices associated with Stage 4 construction.
3. Construct the George T. Snyder Trail from Sta. 108+62 to Sta. 114+40.

Phase 2

1. Construct Sidewalk Ramp on Stafford Drive.
2. Remove all Temporary Traffic Control devices associated with Stage 4.
3. Upon approval from the Engineer, remove all Temporary Erosion and Sediment Control devices associated with Stage 4.

Stage 5

Phase 1

1. Install all Erosion and Sediment Control devices associated with Stage 5 construction.
2. Install all Temporary Traffic Control devices associated with Stage 5 construction.
3. Construct the George T. Snyder Trail from Sta. 114+75 to Sta. 123+63.
4. Construct the second connection from the George T. Snyder Trail to the existing sidewalk at Sta. 123+00.

Phase 2

1. Construct Sidewalk Ramp on Stafford Drive.
2. Remove all Temporary Traffic Control devices associated with Stage 5.
3. Upon approval from the Engineer, remove all Temporary Erosion and Sediment Control devices associated with Stage 5.

Phase 3

1. Construct the Speed Hump across Stafford Road.
2. Use Std. TTC-24J.

Stage 6

1. Install all Erosion and Sediment Control devices associated with Stage 6 construction.
2. Install all Temporary Traffic Control devices associated with Stage 6 construction.
3. Construct the George T. Snyder Trail from Sta. 200+00 to Sta. 200+07.
4. Construct the connection from the George T. Snyder Trail to the existing sidewalk at Sta. 209+10.
5. Remove all Temporary Traffic Control devices associated with Stage 6.
6. Upon approval from the Engineer, remove all Temporary Erosion and Sediment Control devices associated with Stage 6.

Stage 7

1. Install all Erosion and Sediment Control devices associated with Stage 7 construction.
2. Install all Temporary Traffic Control devices associated with Stage 7 construction.
3. Construct the George T. Snyder Trail from Sta. 209+10 to Sta. 212+97.
4. Remove all Temporary Traffic Control devices associated with Stage 7.
5. Upon approval from the Engineer, remove all Temporary Erosion and Sediment Control devices associated with Stage 7.



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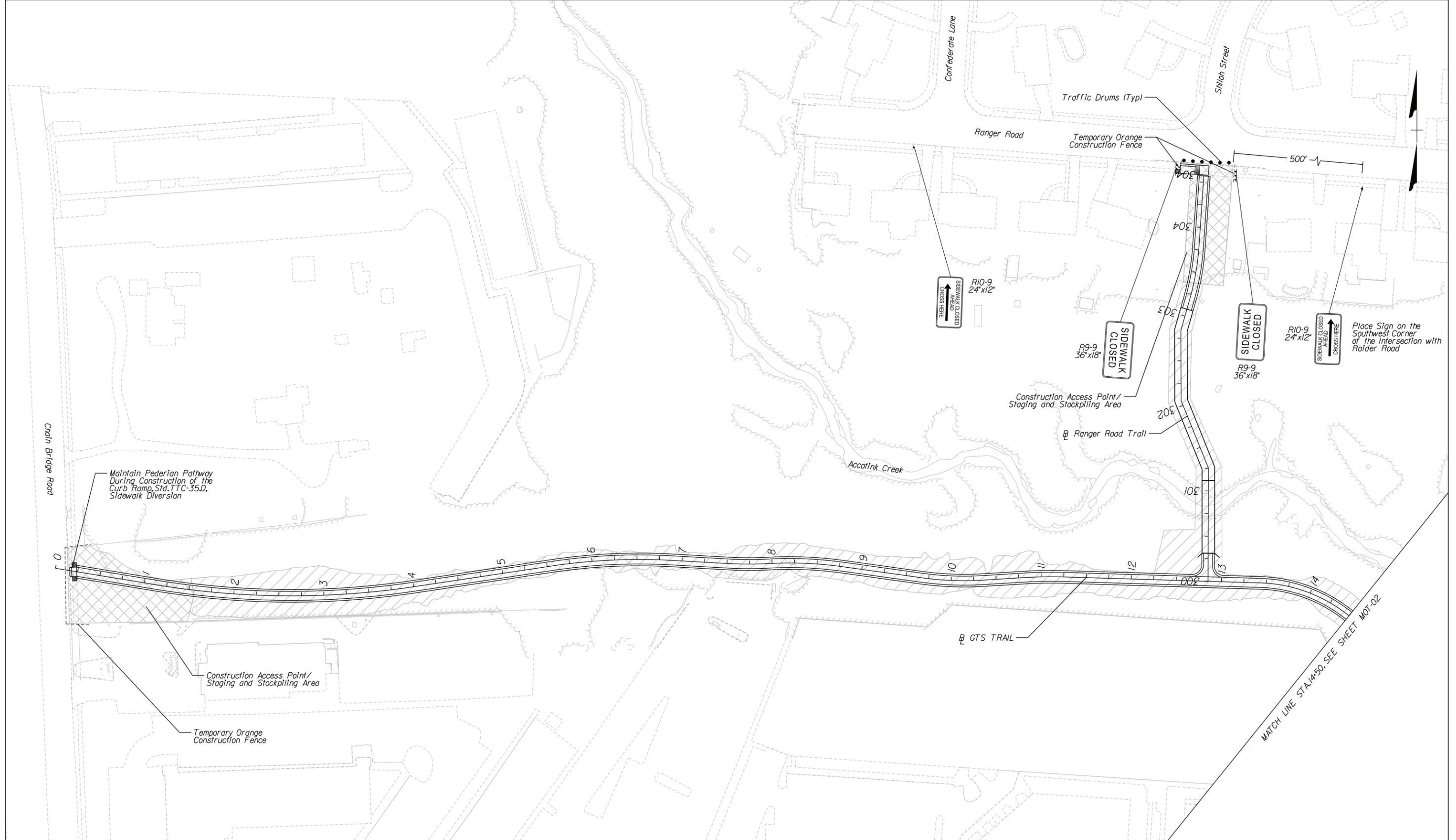
CLIENT/PROJECT
CITY OF FAIRFAX
GEORGE T. SNYDER TRAIL
PROJECT NO: 18022
DATE: 02/05/2020

SHEET:
47 OF 106

NO SCALE

MOT-GN-01

TEMPORARY TRAFFIC CONTROL
GENERAL NOTES AND
SEQUENCE OF CONSTRUCTION

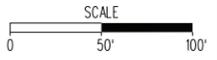



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LEGEND

- Proposed Sign
- Type III Barricade
- ▨ Proposed Work Area
- ▩ Proposed Staging Area



NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT/PROJECT
 CITY OF FAIRFAX
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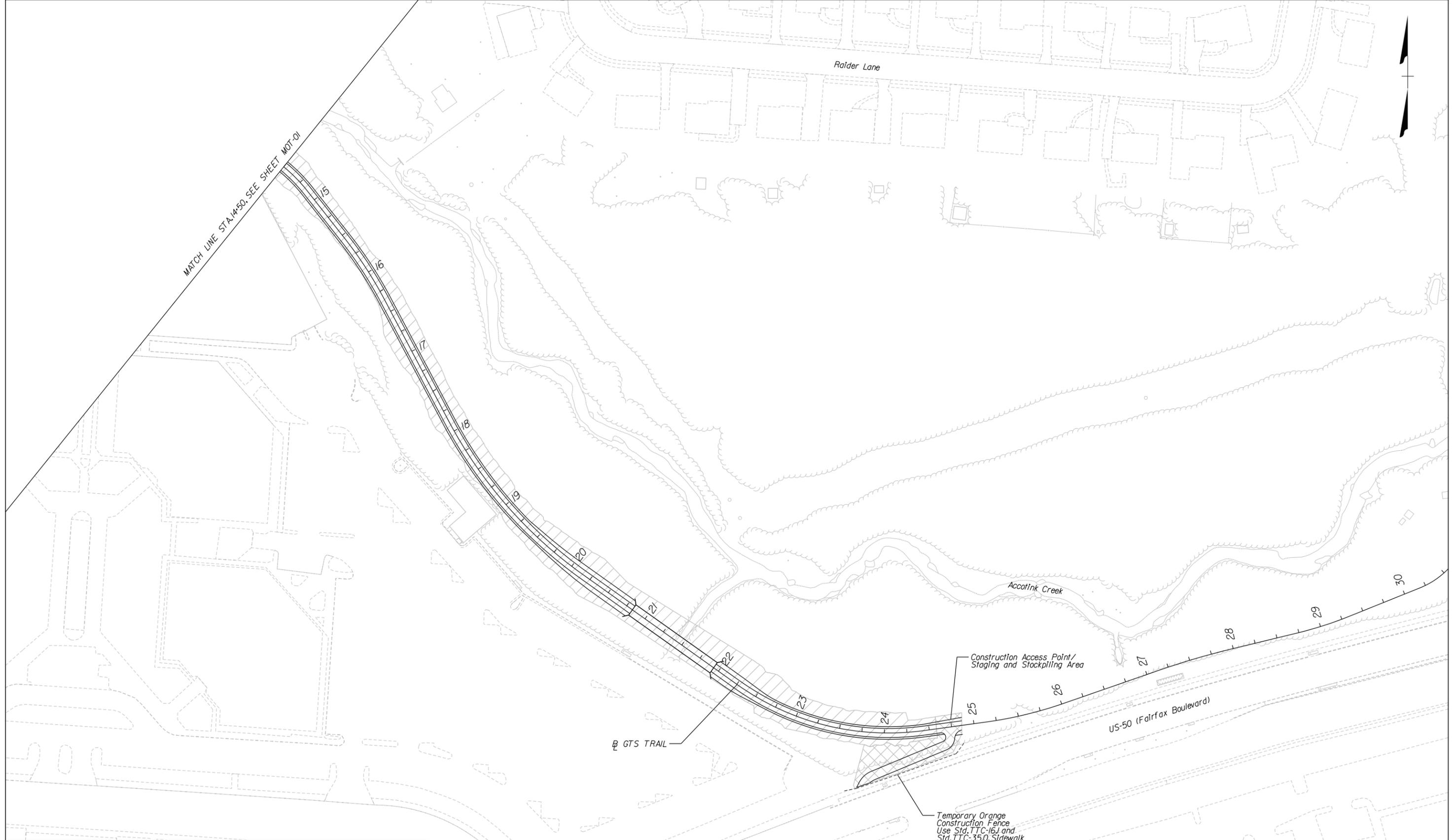
PROJECT NO: 18022 DATE: 02/05/2020 SHEET: 48 OF 106

MOT-01

**TEMPORARY TRAFFIC CONTROL
 PLAN, STAGE 1
 STA 0+00 TO STA 14+50**

BY: \$USER\$NAME\$

PLOTTED: 04/15/2020



MATCH LINE STA. 14+50. SEE SHEET MOT-01

Raider Lane

Accotink Creek

US-50 (Fairfax Boulevard)

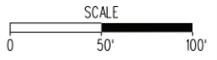
GTS TRAIL

Construction Access Point/
Staging and Stockpiling Area

Temporary Orange
Construction Fence
Use Std. TTC-164 and
Std. TTC-35.0, Sidewalk
Detour, for Deliveries

LEGEND

- Proposed Sign
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NO.	DESCRIPTION	NAME	DATE
REVISIONS			

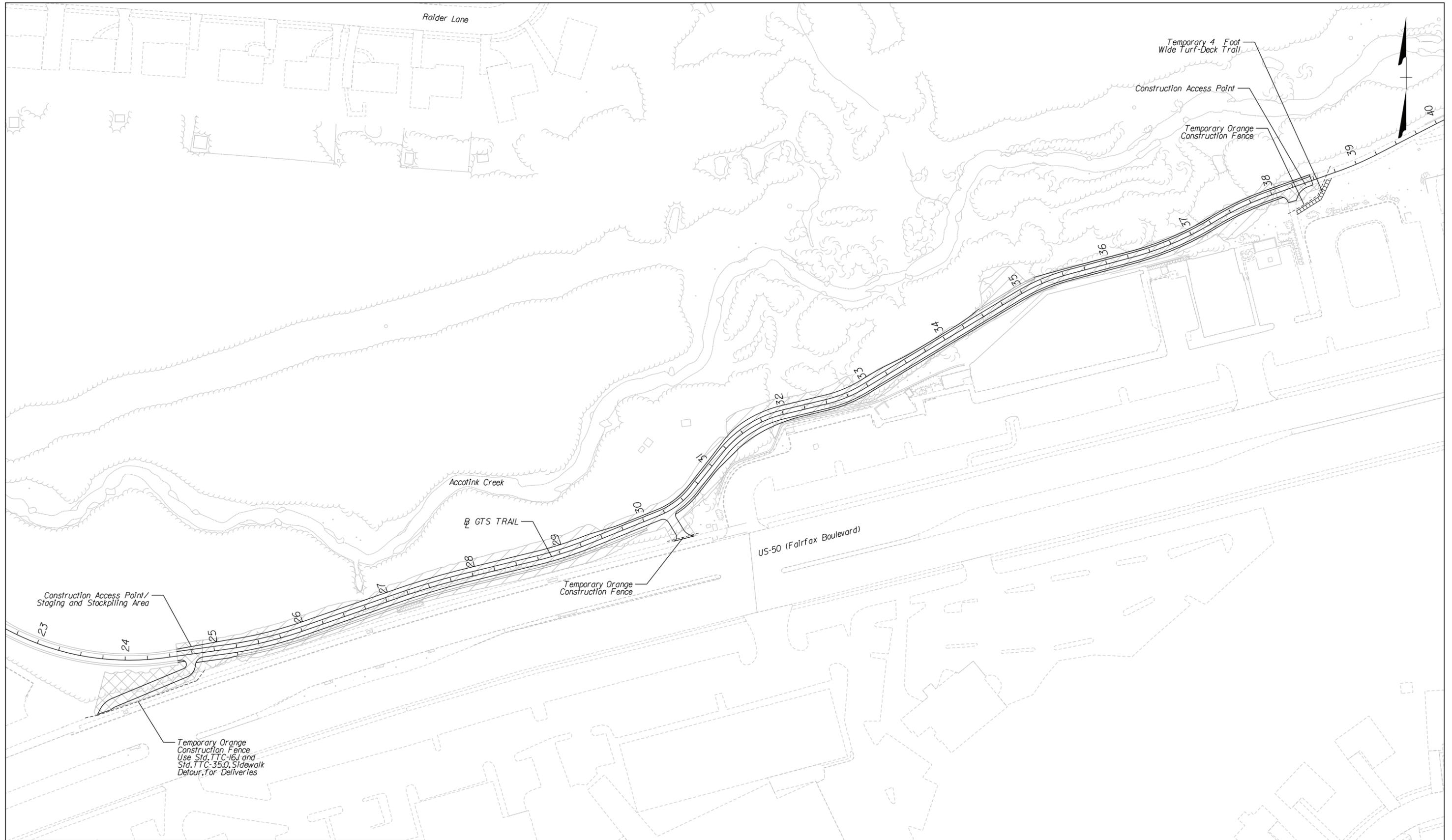
CLIENT/PROJECT
CITY OF FAIRFAX
GEORGE T. SNYDER TRAIL
PROJECT NO: **18022** DATE: **02/05/2020** SHEET: **49 OF 106**

MOT-02

**TEMPORARY TRAFFIC CONTROL
PLAN, STAGE 1
STA 14+50 TO STA 30+00**

BY: \$USER\$NAME\$

PLOTTED: 04/15/2020

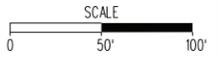



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LEGEND

-  Proposed Sign
-  Type III Barricade
-  Proposed Work Area
-  Proposed Staging Area



NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT/PROJECT
CITY OF FAIRFAX
GEORGE T. SNYDER TRAIL

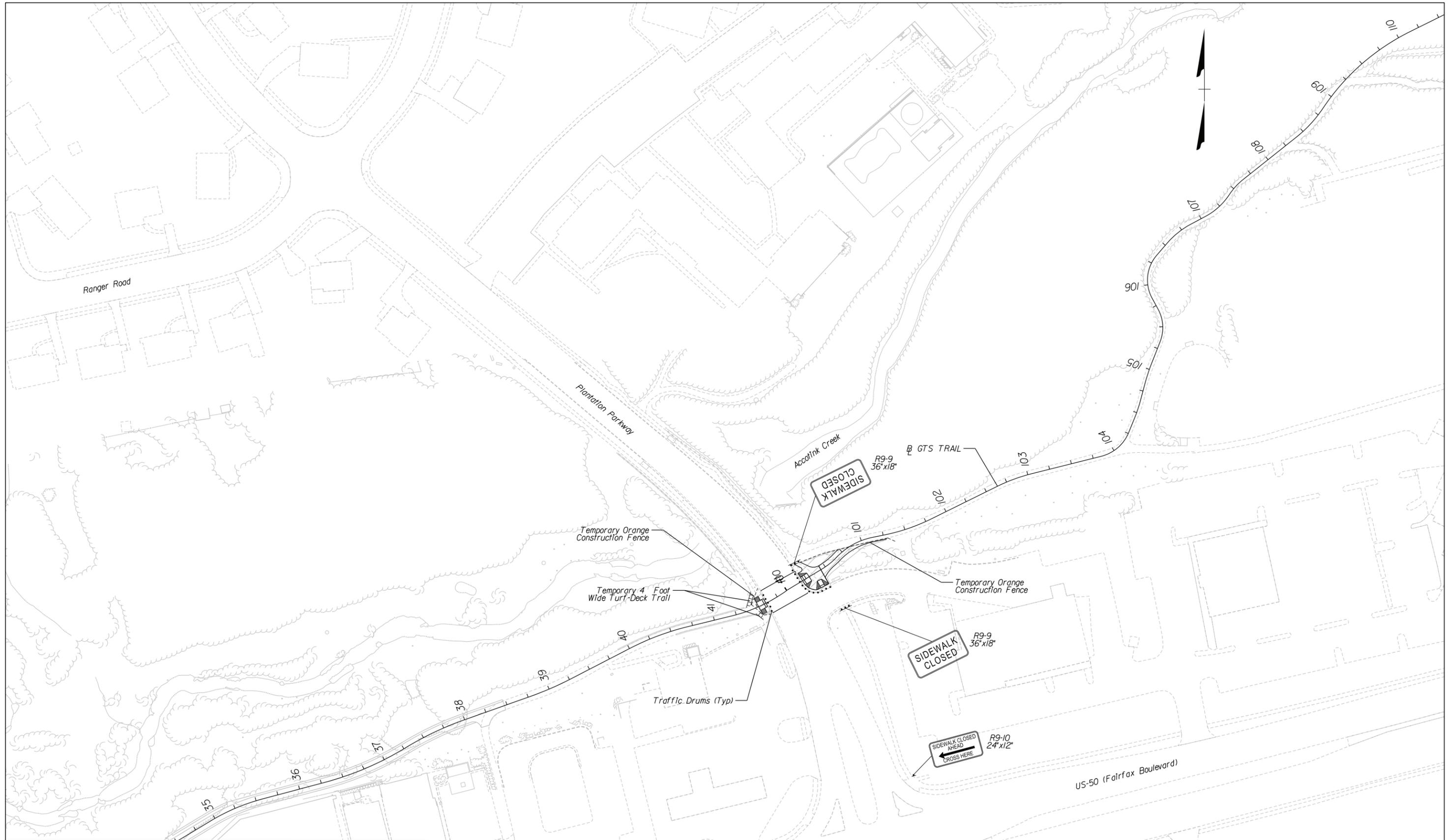
PROJECT NO: **18022** DATE: **02/05/2020** SHEET: **50 OF 106**

MOT-03

**TEMPORARY TRAFFIC CONTROL
 PLAN, STAGE 2
 STA 23+00 TO STA 40+00**

BY: \$USER\$NAME\$

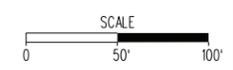
PLOTTED: 04/15/2020 10:05 AM



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- LEGEND**
- Proposed Sign
 - Type III Barricade
 - ▨ Proposed Work Area
 - ▩ Proposed Staging Area



NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT / PROJECT
CITY OF FAIRFAX
GEORGE T. SNYDER TRAIL

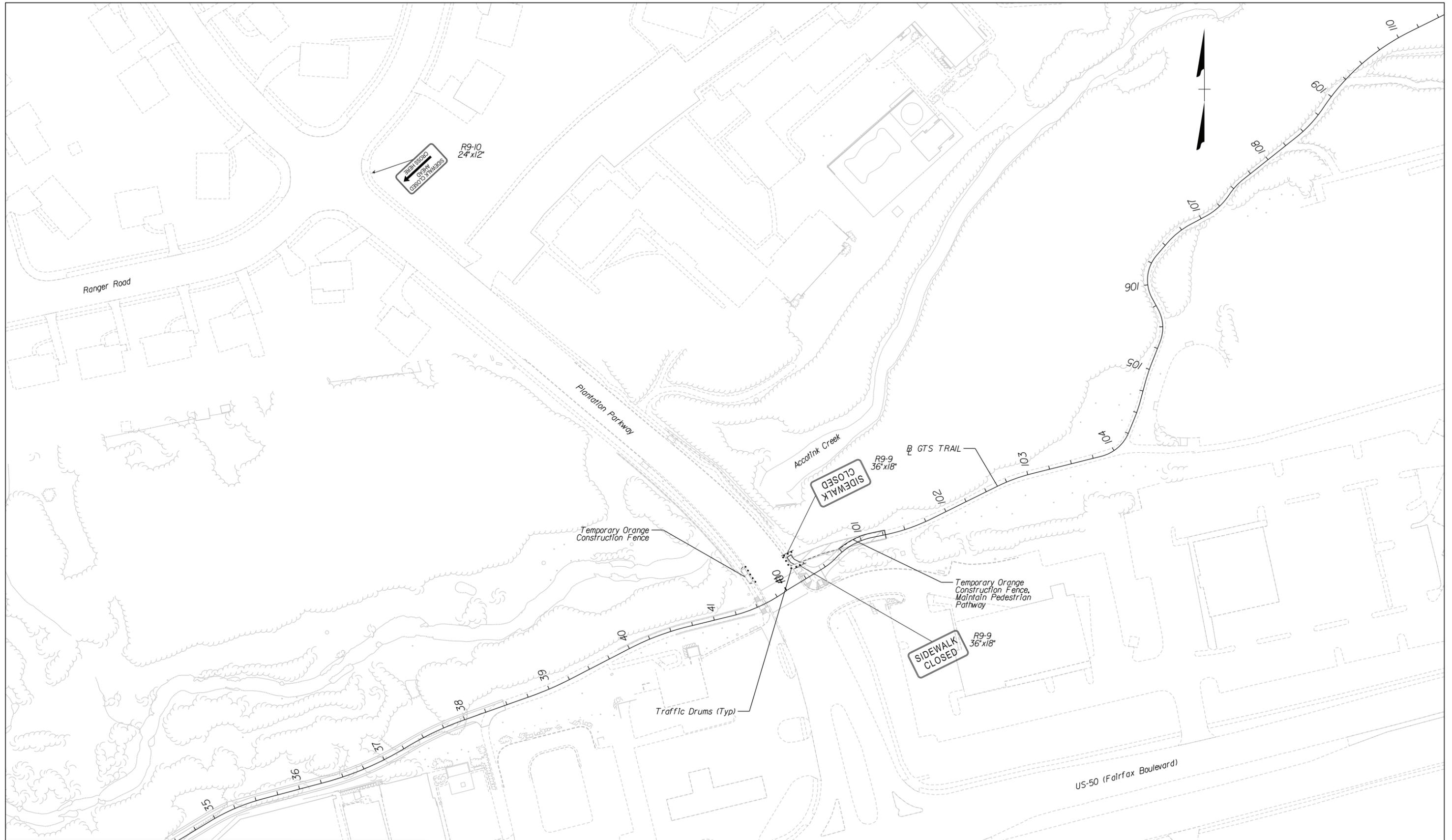
PROJECT NO: **18022** DATE: **02/05/2020** SHEET: **51 OF 106**

MOT-04

**TEMPORARY TRAFFIC CONTROL
PLAN, STAGE 3 PHASE 1
STA 34+75 TO STA 110+50**

BY: \$USER\$NAME\$

PLOTTED: 04/15/2020 10:05:12 AM

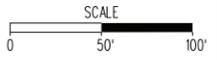



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LEGEND

	Proposed Sign
	Type III Barricade
	Proposed Work Area
	Proposed Staging Area



NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT/PROJECT
CITY OF FAIRFAX
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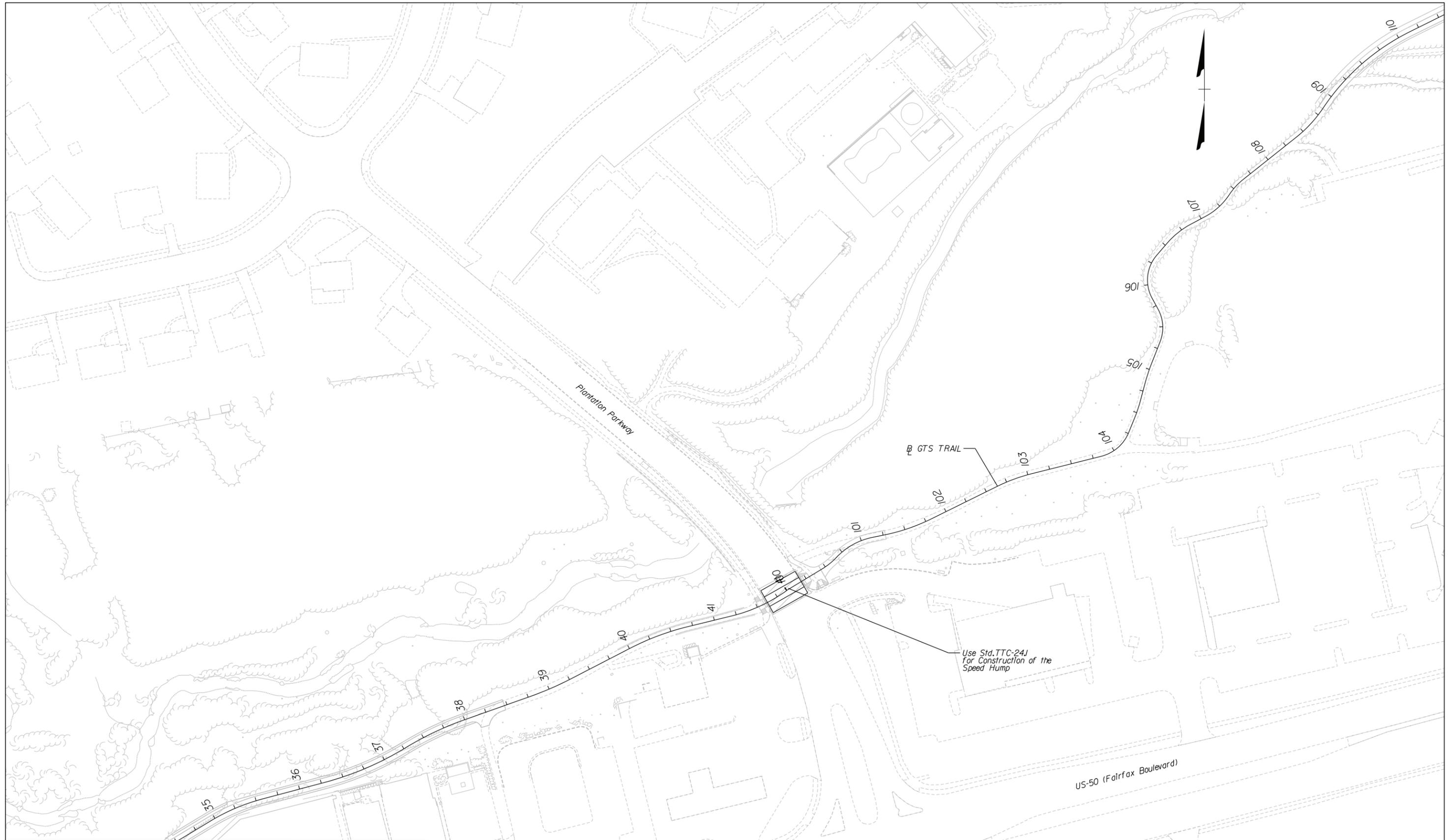
PROJECT NO: **18022** DATE: **02/05/2020** SHEET: **52 OF 106**

MOT-05

**TEMPORARY TRAFFIC CONTROL
PLAN, STAGE 3 PHASE 2
STA 34+75 TO STA 110+50**

BY: \$USER\$NAME\$

PLOTTED: 04/15/2020

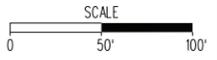


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LEGEND

- Proposed Sign
- Type III Barricade
- ▨ Proposed Work Area
- ▩ Proposed Staging Area



NO.	DESCRIPTION	NAME	DATE
REVISIONS			

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CITY OF FAIRFAX
GEORGE T. SNYDER TRAIL

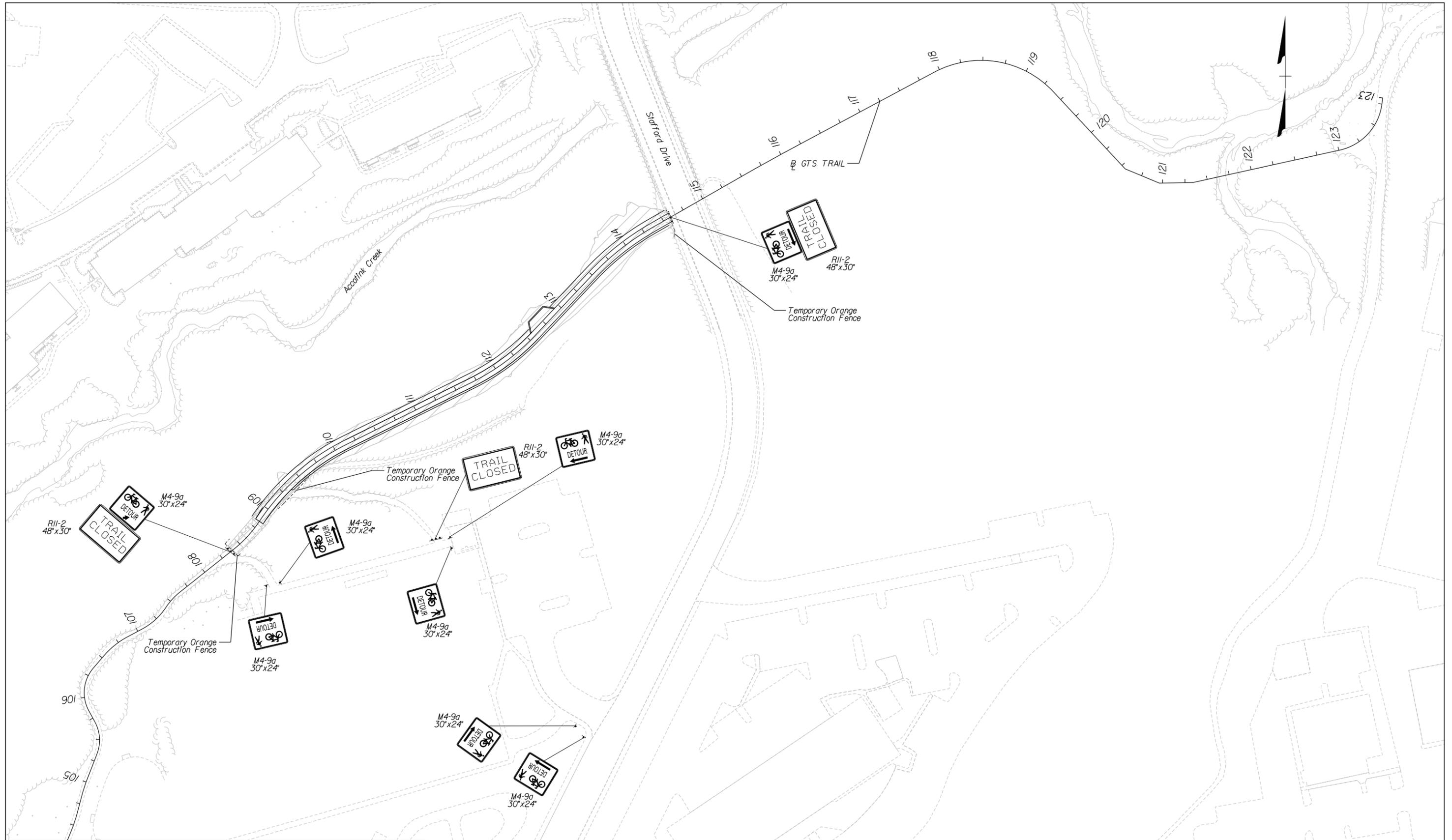
PROJECT NO: **18022** DATE: **02/05/2020** SHEET: **53 OF 106**

MOT-06

**TEMPORARY TRAFFIC CONTROL
 PLAN, STAGE 3 PHASE 3
 STA 34+75 TO STA 110+50**

BY: \$USER\$NAME\$

PLOTTED: 04/15/2020

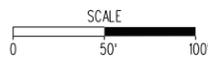


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LEGEND

- Proposed Sign
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- ▩ Proposed Staging Area



NO.	DESCRIPTION	NAME	DATE
REVISIONS			

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 CITY OF FAIRFAX
 GEORGE T. SNYDER TRAIL

PROJECT NO: 18022
 DATE: 02/05/2020

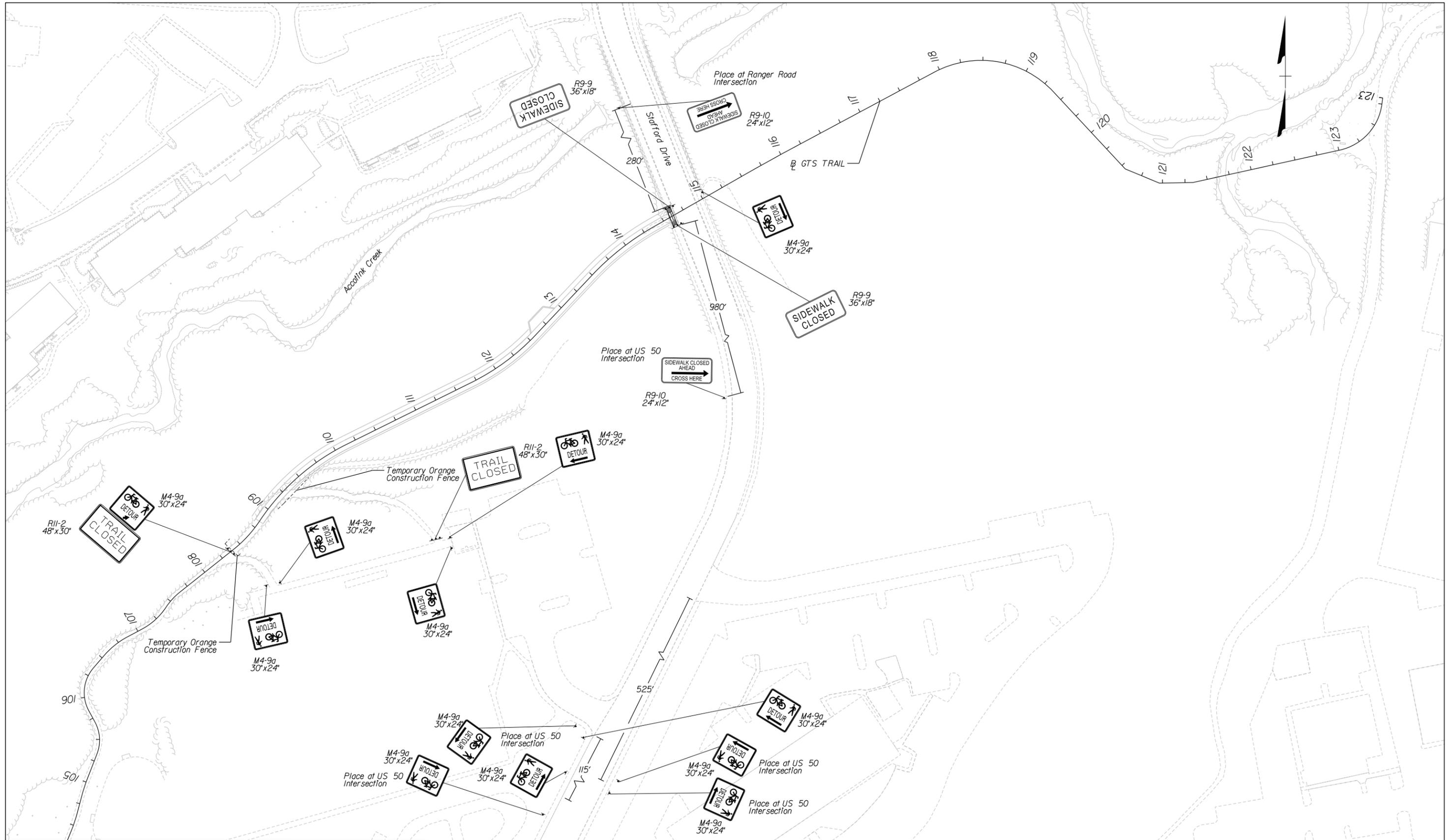
SHEET: 54 OF 106

MOT-07

TEMPORARY TRAFFIC CONTROL
 PLAN, STAGE 4 PHASE 1
 STA 104+50 TO STA 123+00

BY: \$USER\$

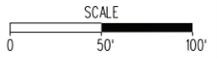
PLOTTED: 04/15/2020



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- LEGEND**
- Proposed Sign
 - Type III Barricade
 - ▨ Proposed Work Area
 - ▩ Proposed Staging Area



NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT/PROJECT
CITY OF FAIRFAX
GEORGE T. SNYDER TRAIL

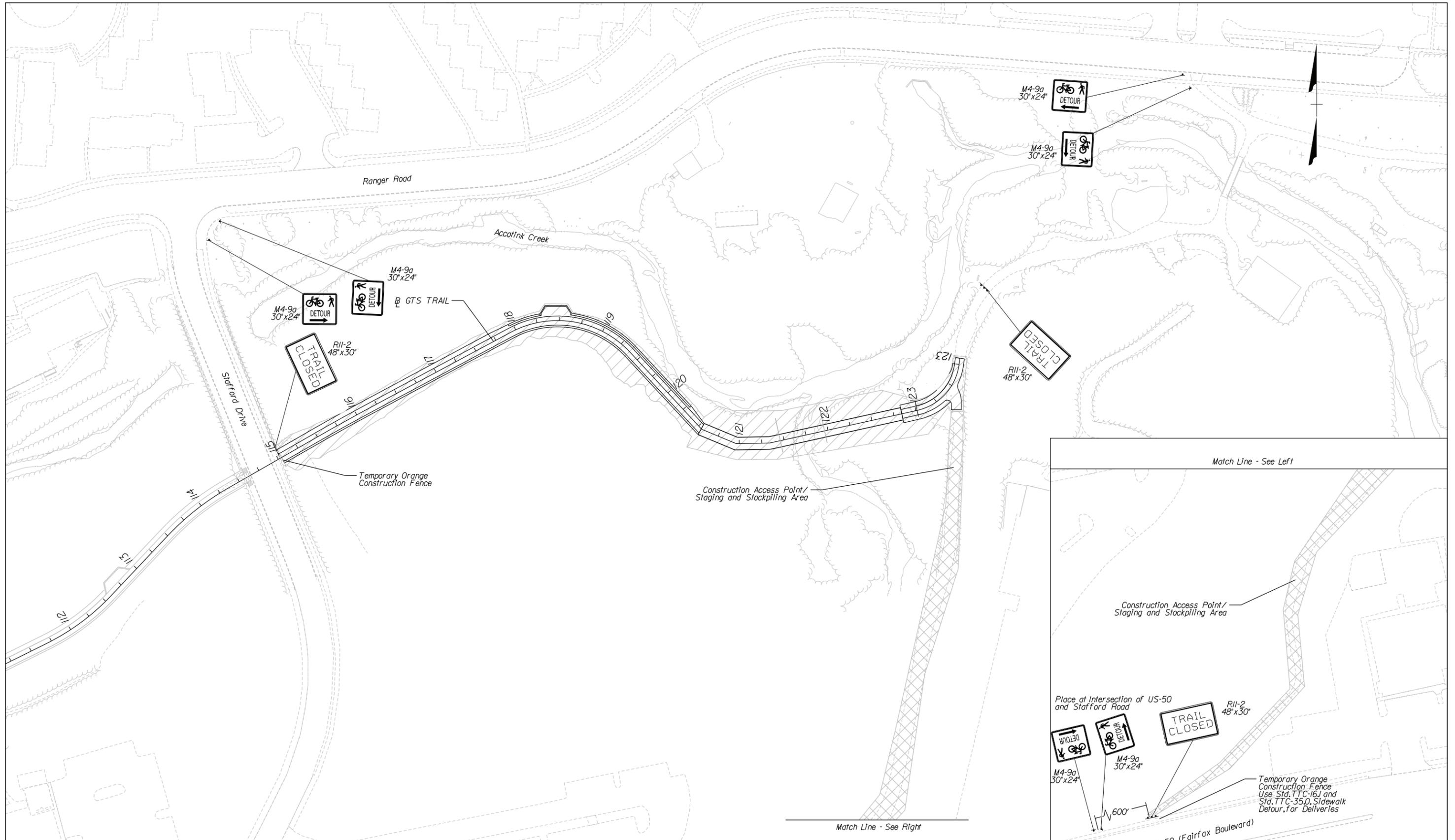
PROJECT NO: 18022 DATE: 02/05/2020 SHEET: 55 OF 106

MOT-08

**TEMPORARY TRAFFIC CONTROL
 PLAN, STAGE 4 PHASE 2
 STA 104+50 TO STA 123+00**

BY: \$USER\$

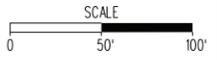
PLOTTED: 5/15/2020




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- LEGEND**
- Proposed Sign
 - Type III Barricade
 - ▨ Proposed Work Area
 - ▩ Proposed Staging Area



NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT/PROJECT
CITY OF FAIRFAX
GEORGE T. SNYDER TRAIL

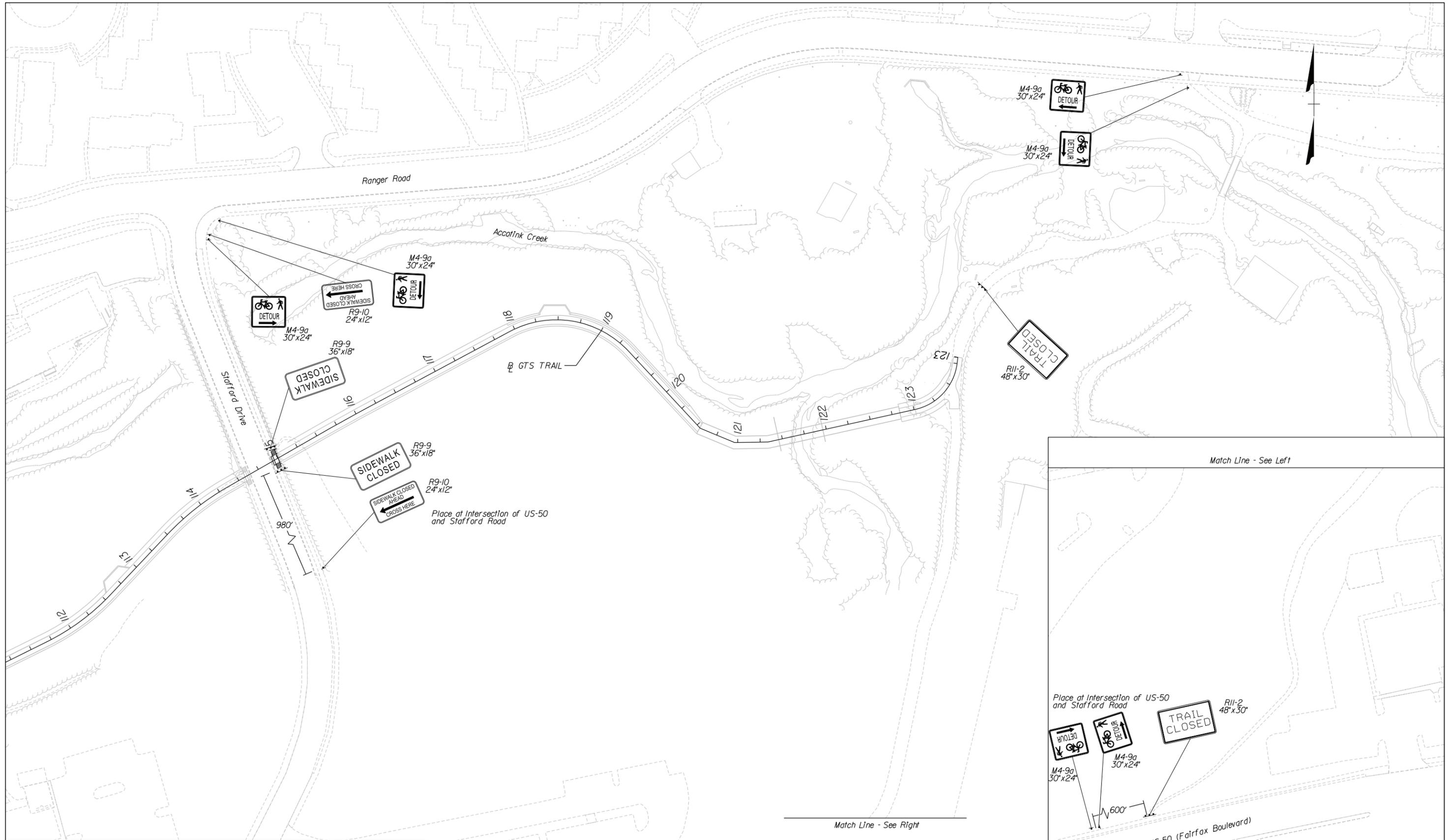
PROJECT NO: 18022 DATE: 02/05/2020 SHEET: 56 OF 106

MOT-09

TEMPORARY TRAFFIC CONTROL PLAN, STAGE 5 PHASE 1
STA 111+25 TO STA 123+00

BY: \$USER\$NAME\$

PLOTTED: 04/15/2020 10:05:15 AM

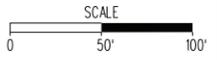



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LEGEND

-  Proposed Sign
-  Type III Barricade
-  Proposed Work Area
-  Proposed Staging Area



NO.	DESCRIPTION	NAME	DATE
REVISIONS			

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CITY OF FAIRFAX
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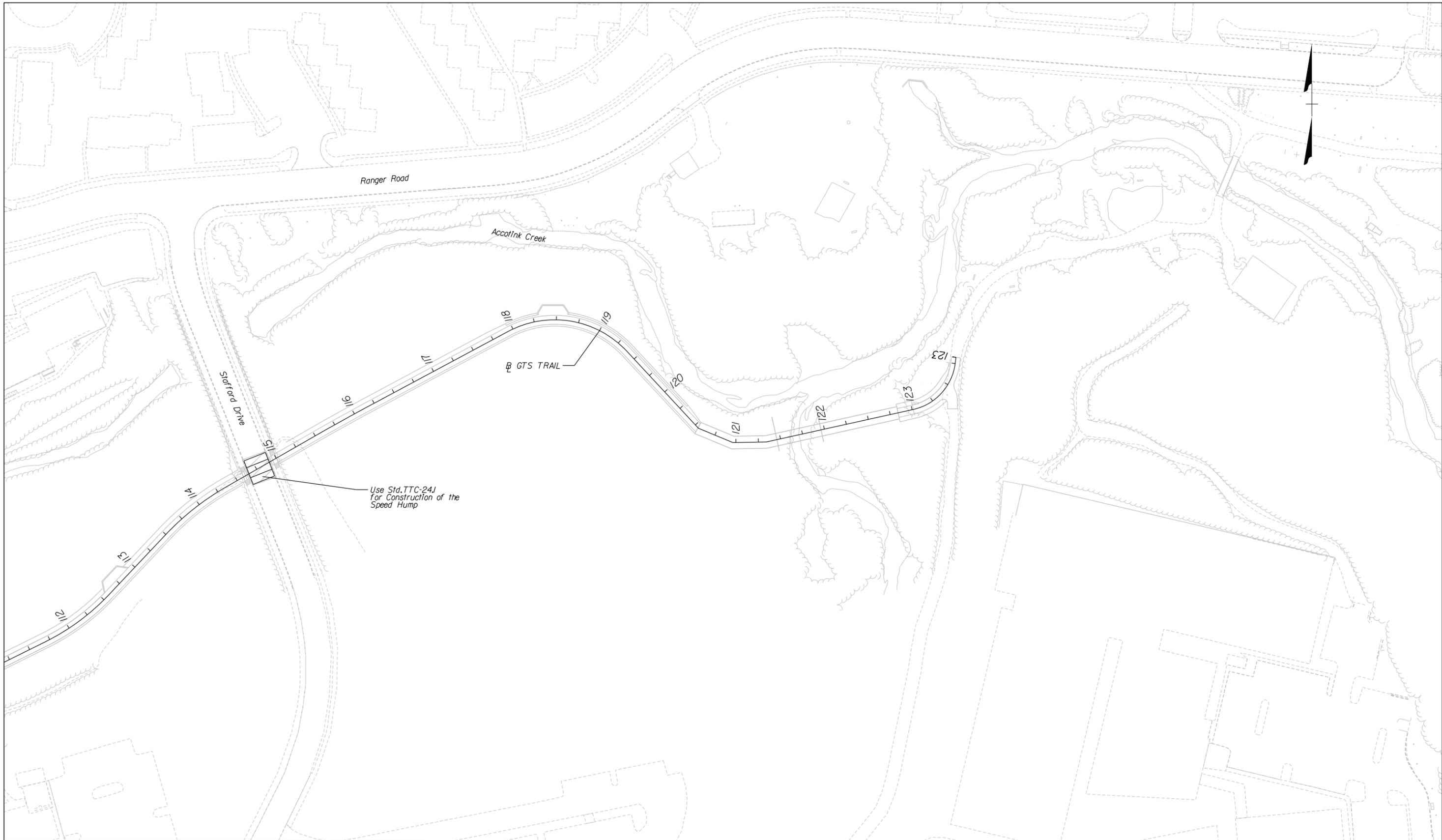
PROJECT NO: 18022 DATE: 02/05/2020 SHEET: 57 OF 106

MOT-10

**TEMPORARY TRAFFIC CONTROL
PLAN, STAGE 5 PHASE 2
STA 111+25 TO STA 123+00**

BY: \$USER\$

PLOTTED: 04/15/2020



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LEGEND

- Proposed Sign
- Type III Barricade
- ▨ Proposed Work Area
- ▩ Proposed Staging Area



NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT/PROJECT
 CITY OF FAIRFAX
 GEORGE T. SNYDER TRAIL

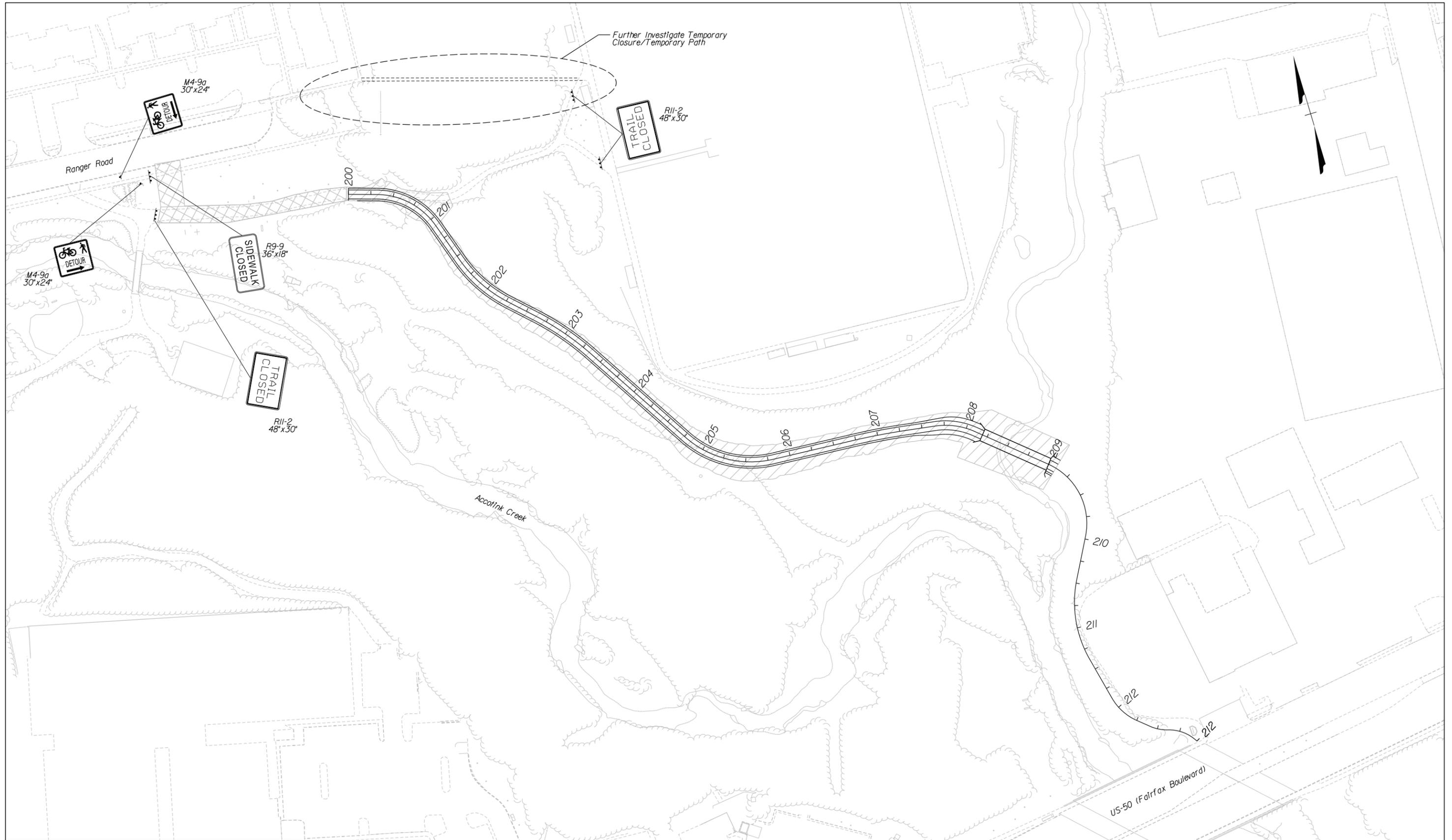
PROJECT NO: 18022 DATE: 02/05/2020 SHEET: 58 OF 106

MOT-11

TEMPORARY TRAFFIC CONTROL
 PLAN, STAGE 5 PHASE 3
 STA 111+25 TO STA 123+00

BY: \$USER\$

PLOTTED: 04/15/2020



Further Investigate Temporary Closure/Temporary Path

M4-9a
30'x24'

R11-2
48'x30'

R9-9
36'x18'

R11-2
48'x30'

Accotink Creek

US-50 (Fairfax Boulevard)

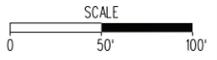


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LEGEND

- Proposed Sign
- Type III Barricade
- ▨ Proposed Work Area
- ▩ Proposed Staging Area



NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT/PROJECT
CITY OF FAIRFAX
GEORGE T. SNYDER TRAIL

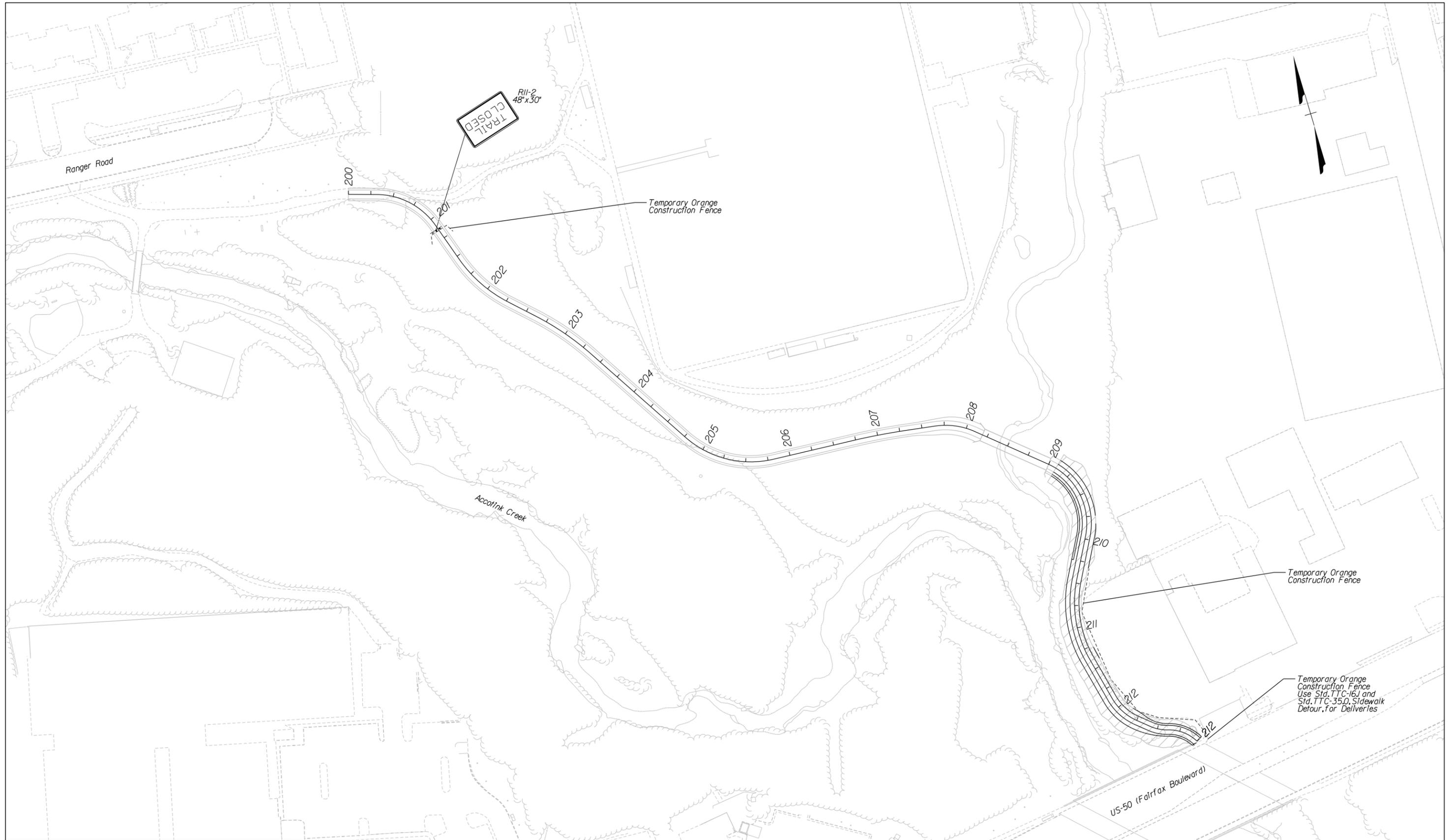
PROJECT NO: **18022** DATE: **02/05/2020** SHEET: **59 OF 106**

MOT-12

**TEMPORARY TRAFFIC CONTROL
PLAN, STAGE 6
STA 200+00 TO STA 212+00**

BY: \$USER\$NAME\$

PLOTTED: 04/15/2020

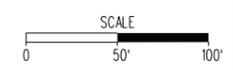



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LEGEND

- Proposed Sign
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- ▩ Proposed Staging Area



NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT/PROJECT
CITY OF FAIRFAX
GEORGE T. SNYDER TRAIL

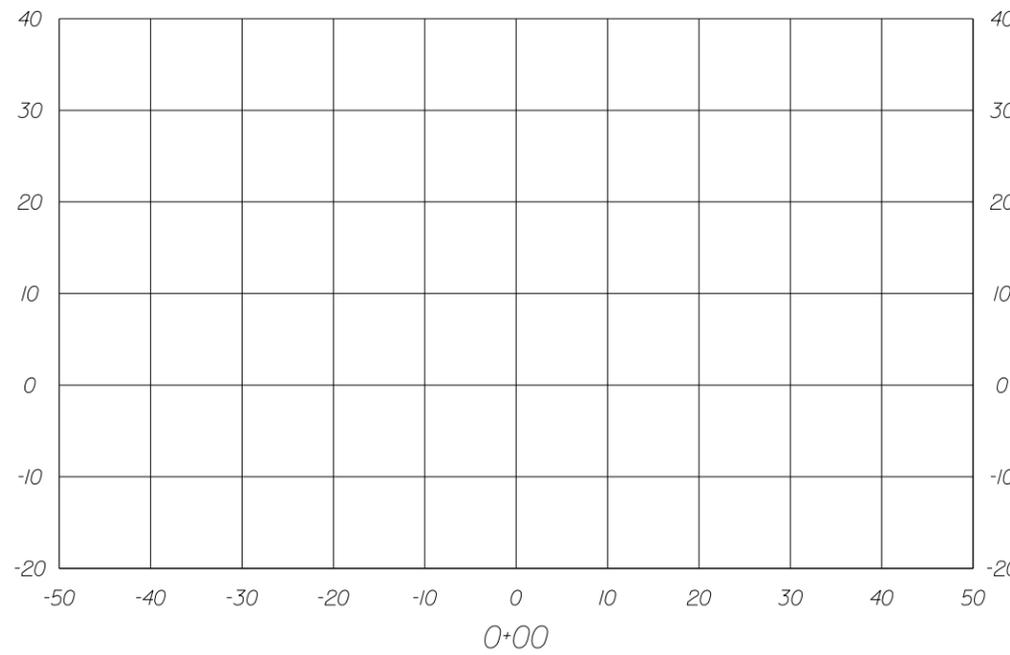
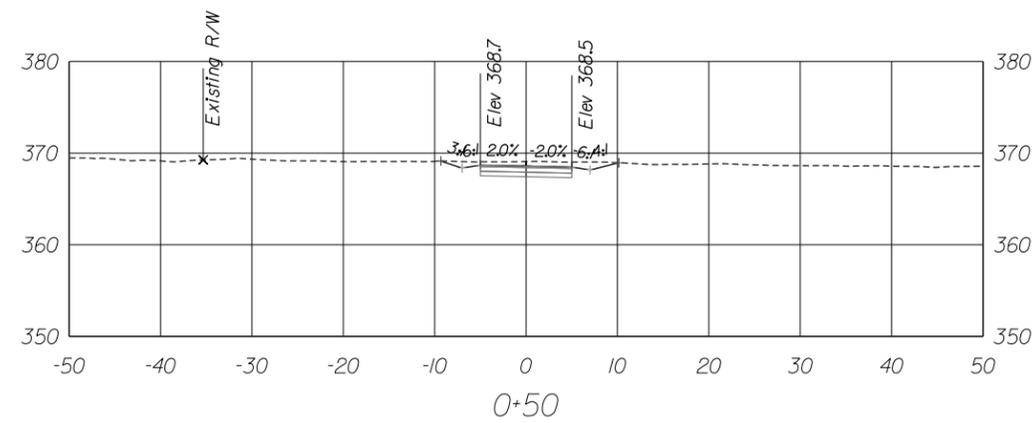
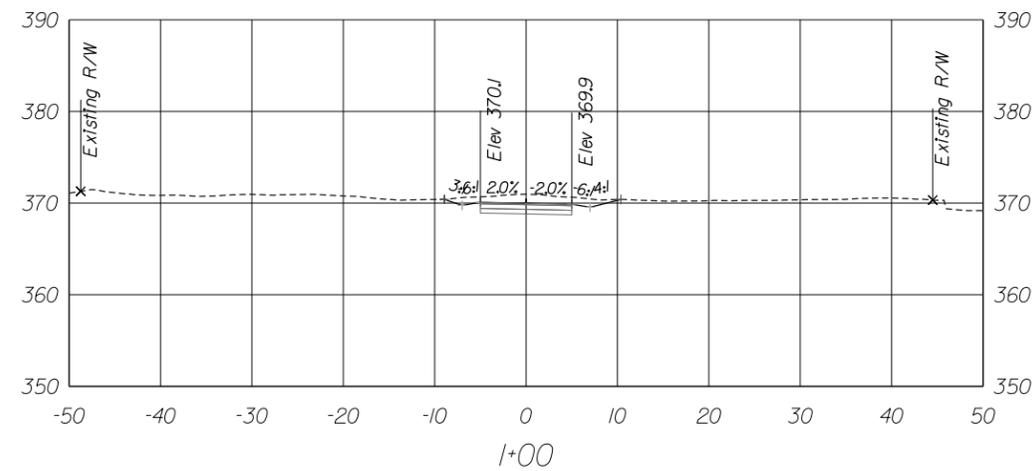
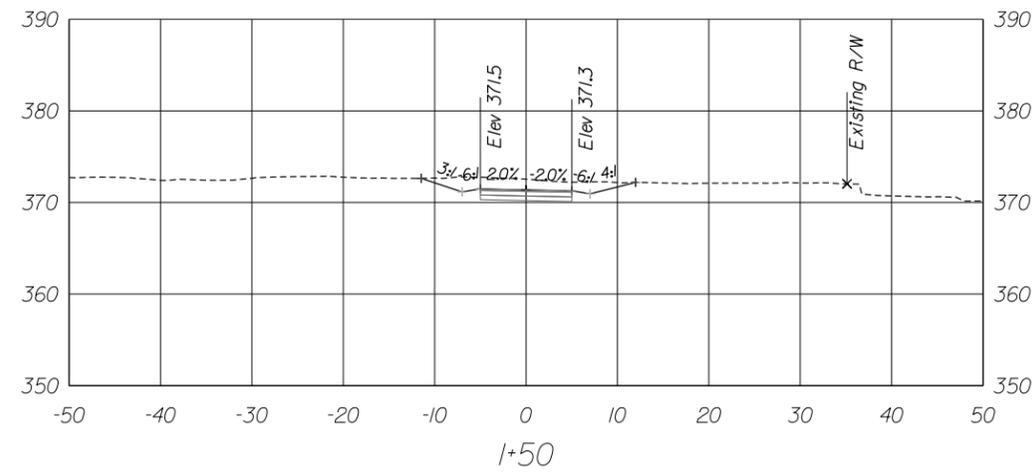
PROJECT NO: **18022** DATE: **02/05/2020** SHEET: **60 OF 106**

MOT-13

**TEMPORARY TRAFFIC CONTROL
PLAN, STAGE 7
STA 200+00 TO STA 212+00**

BY: \$USER\$NAME\$

PLOTTED: 04/15/2020



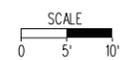
11320 RANDOM HILLS ROAD, SUITE 600
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NO.	DESCRIPTION	NAME	DATE
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CLIENT/PROJECT
CITY OF FAIRFAX
GEORGE T. SNYDER TRAIL

PROJECT NO: **18022** DATE: **02/05/2020** SHEET: **61 OF 106**



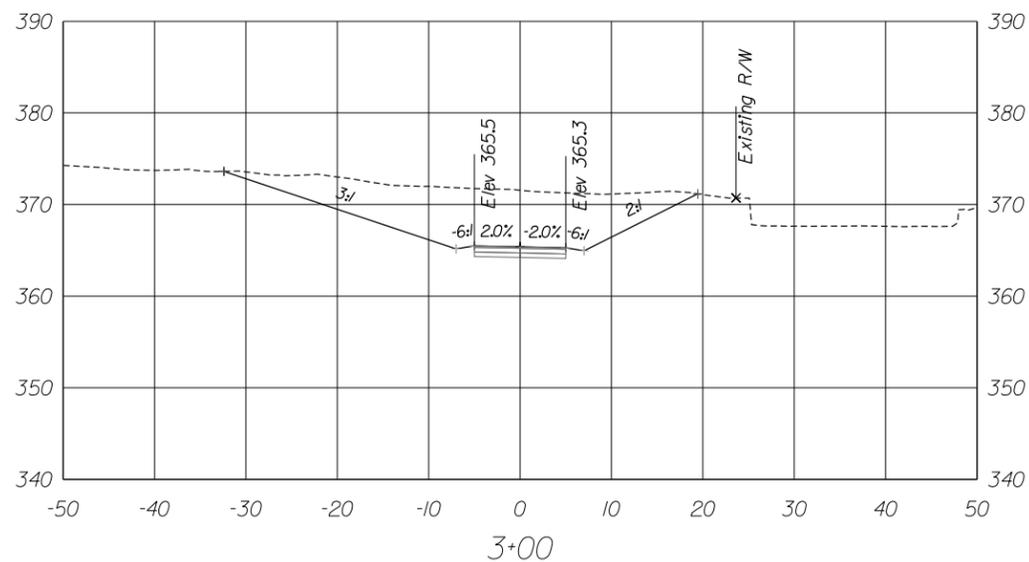
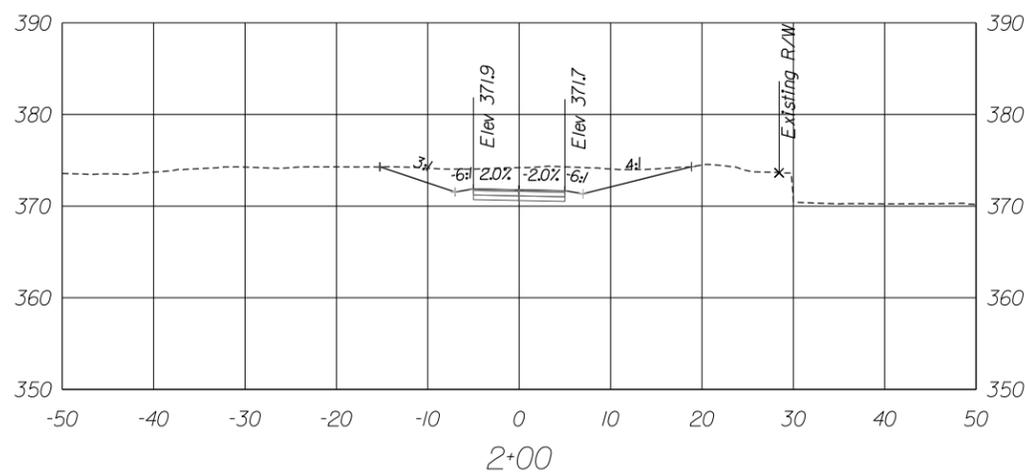
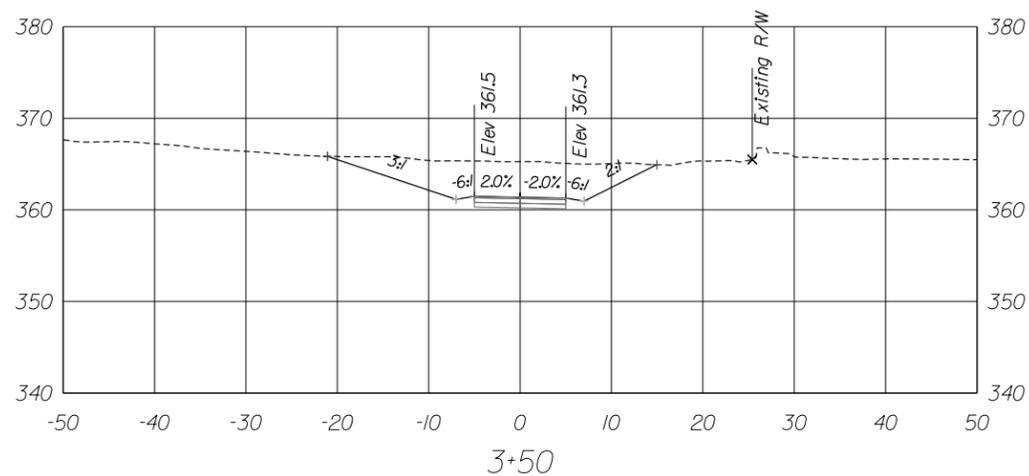
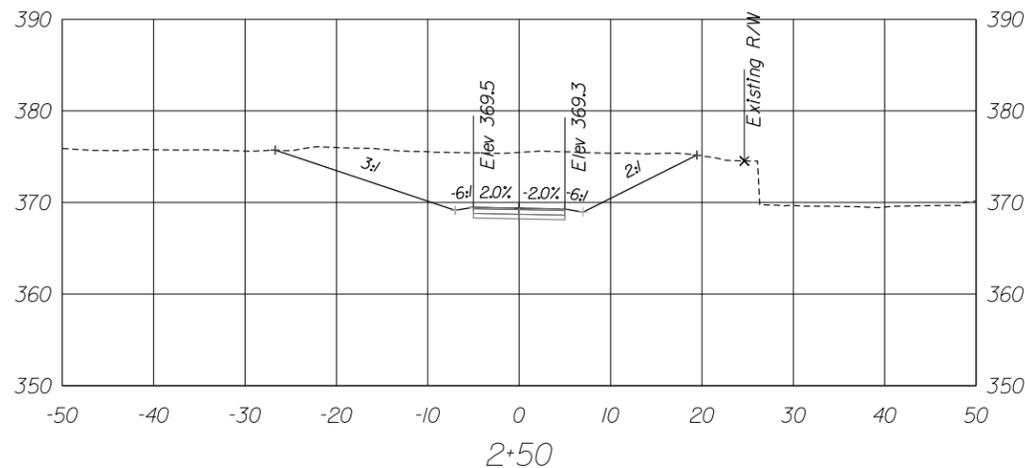
XS-01

CROSS SECTION

Sta0+00 To Sta1+50

BY: \$USER\$NAME\$

PLOTTED: 04/21/2020



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NO.	DESCRIPTION	NAME	DATE
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CLIENT/PROJECT
 CITY OF FAIRFAX
 GEORGE T. SNYDER TRAIL

PROJECT NO: 18022 DATE: 02/05/2020 SHEET: 62 OF 106



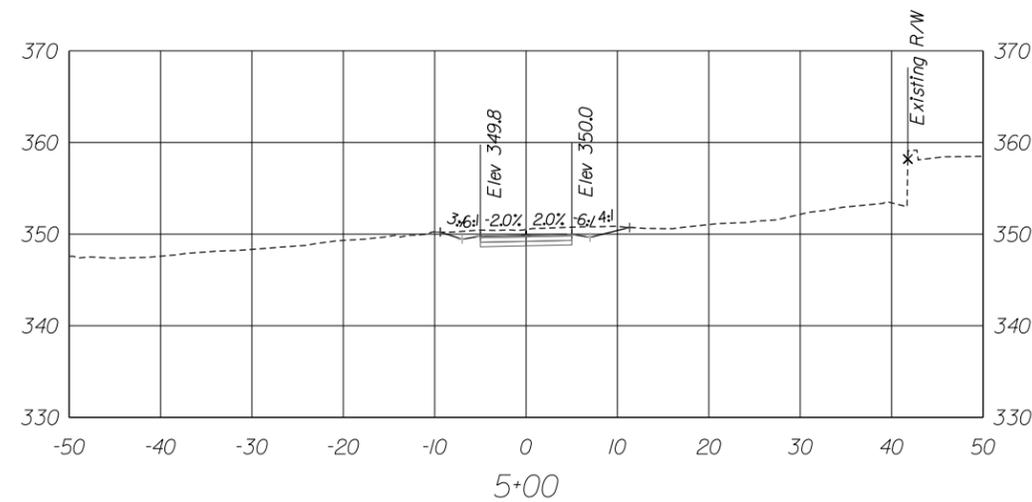
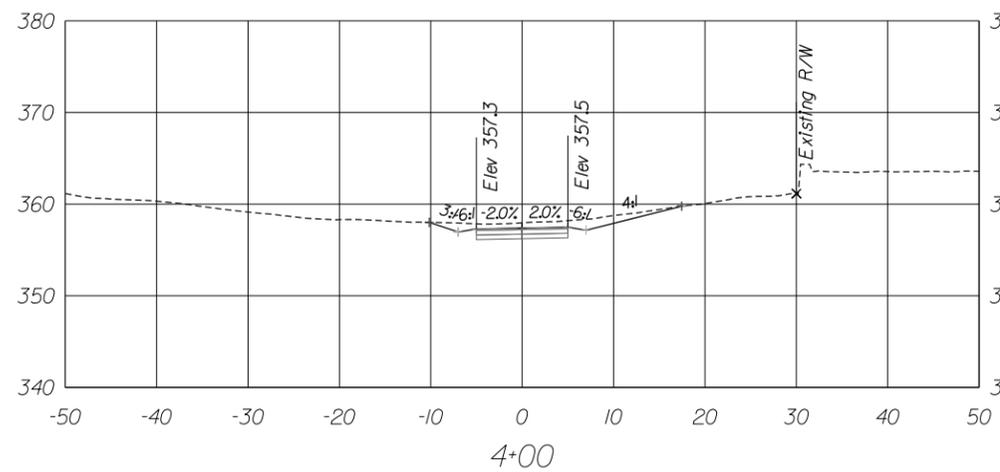
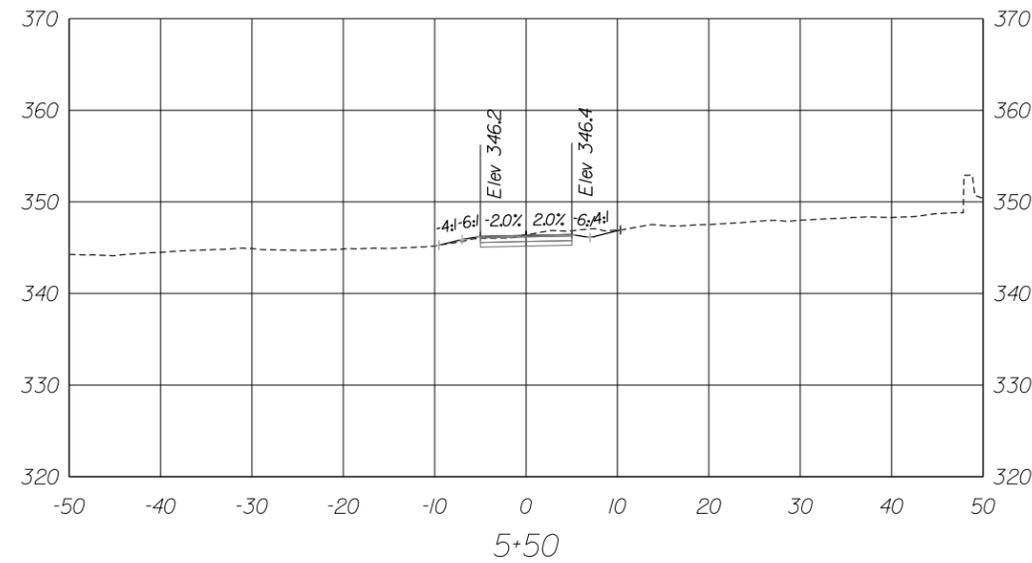
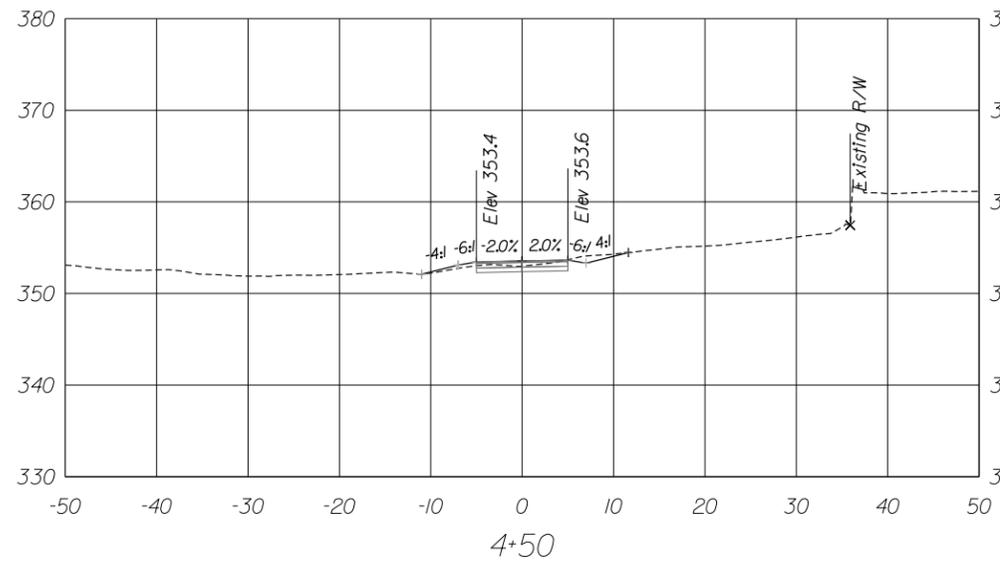
XS-02

CROSS SECTION

Sta2+00 To Sta3+50

BY: \$USER\$

PLOTTED: 04/15/2020



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NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT/PROJECT
 CITY OF FAIRFAX
 GEORGE T. SNYDER TRAIL

PROJECT NO: 18022 DATE: 02/05/2020 SHEET: 63 OF 106



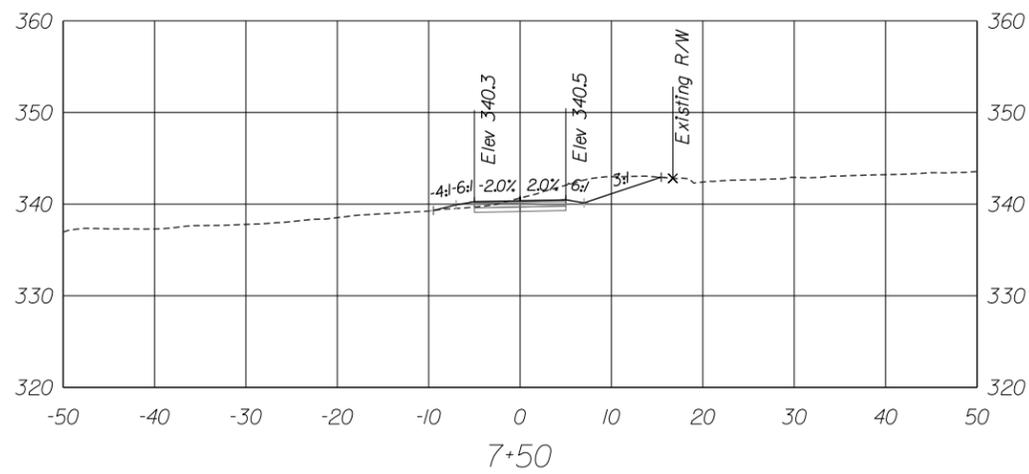
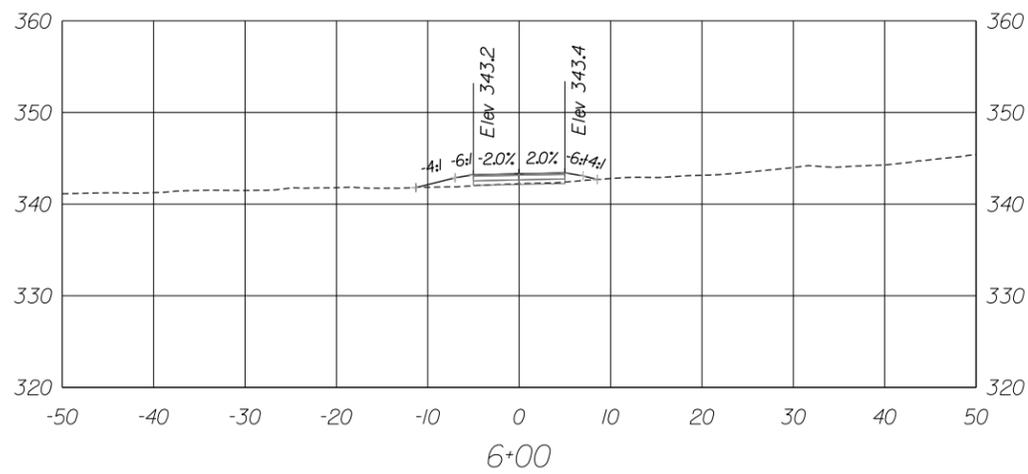
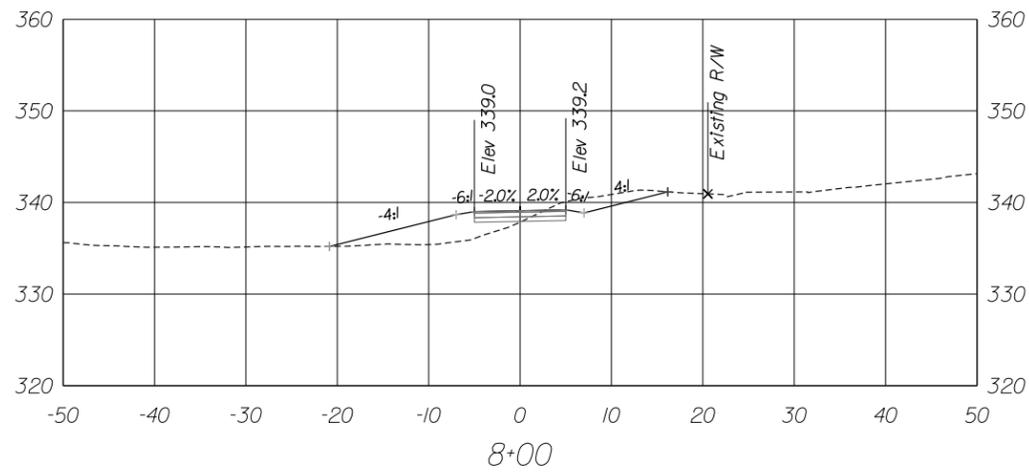
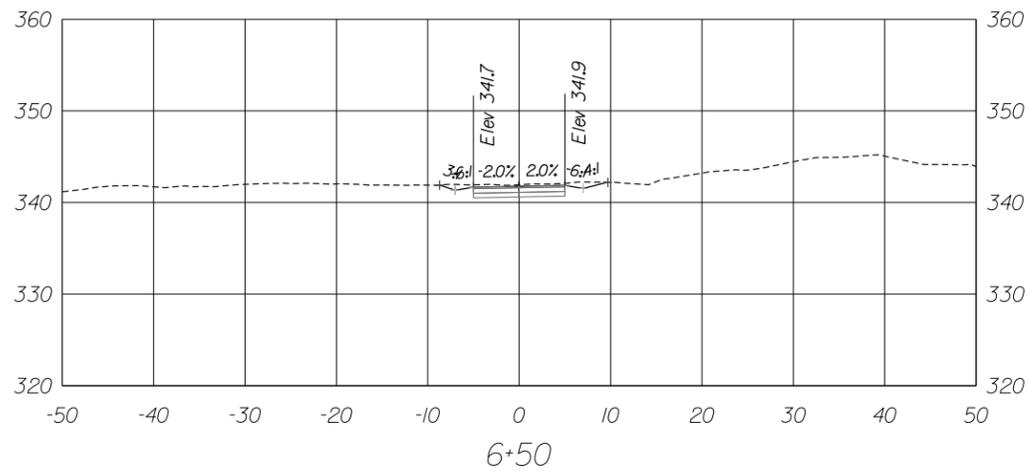
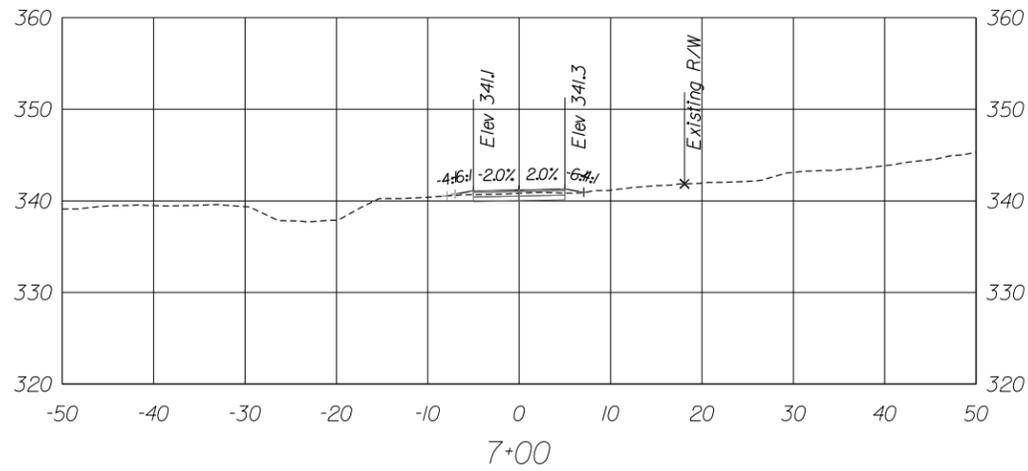
XS-03

CROSS SECTION

Sta4+00 To Sta5+50

BY: \$USER\$

PLOTTED: 04/15/2020



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NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT/PROJECT
 CITY OF FAIRFAX
 GEORGE T. SNYDER TRAIL

PROJECT NO: 18022 DATE: 02/05/2020 SHEET: 64 OF 106



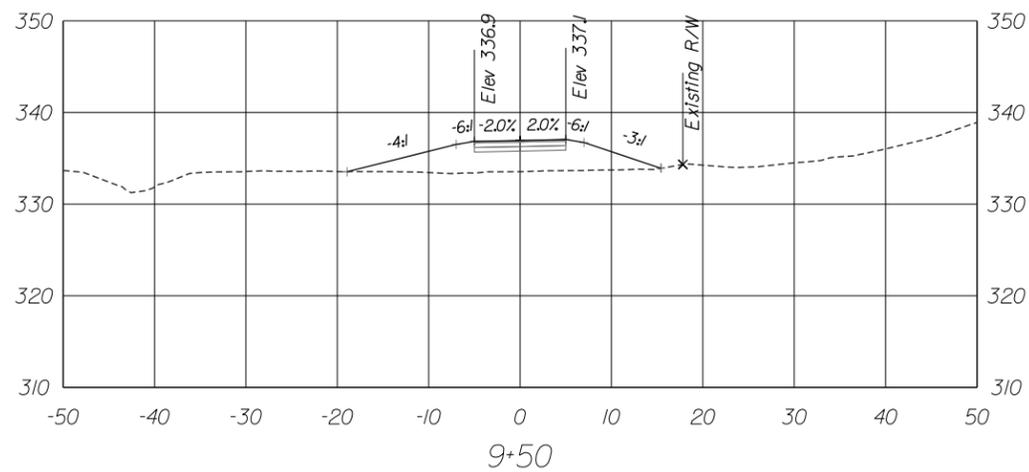
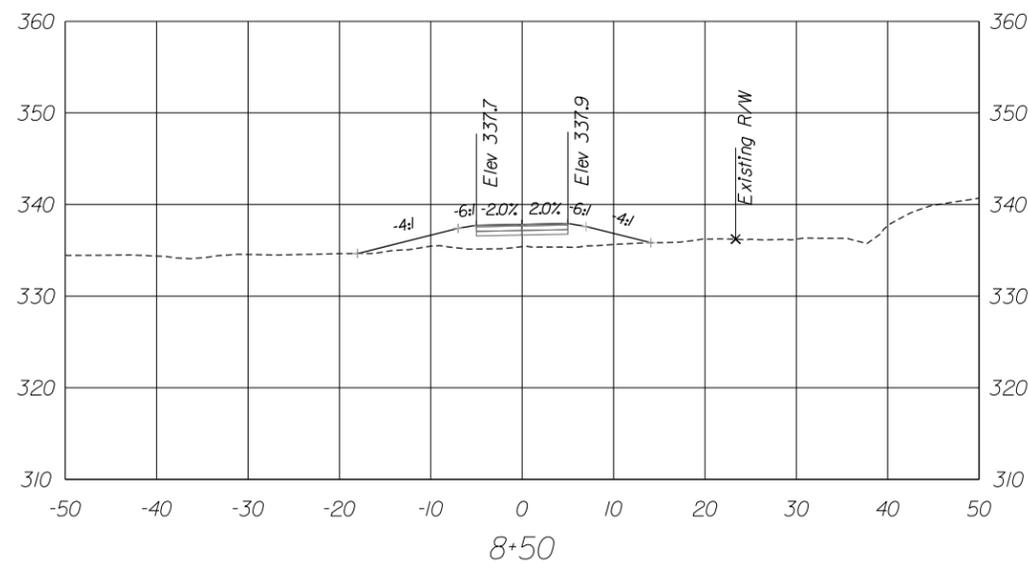
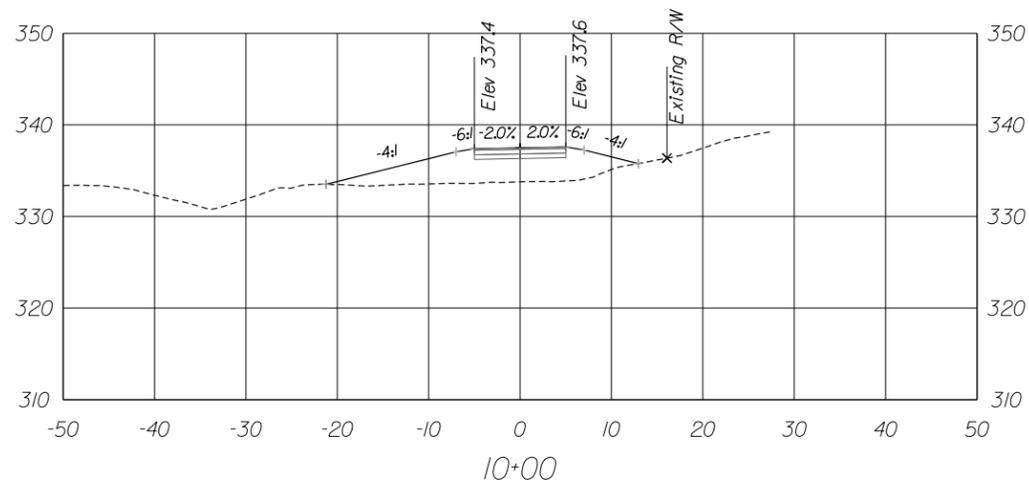
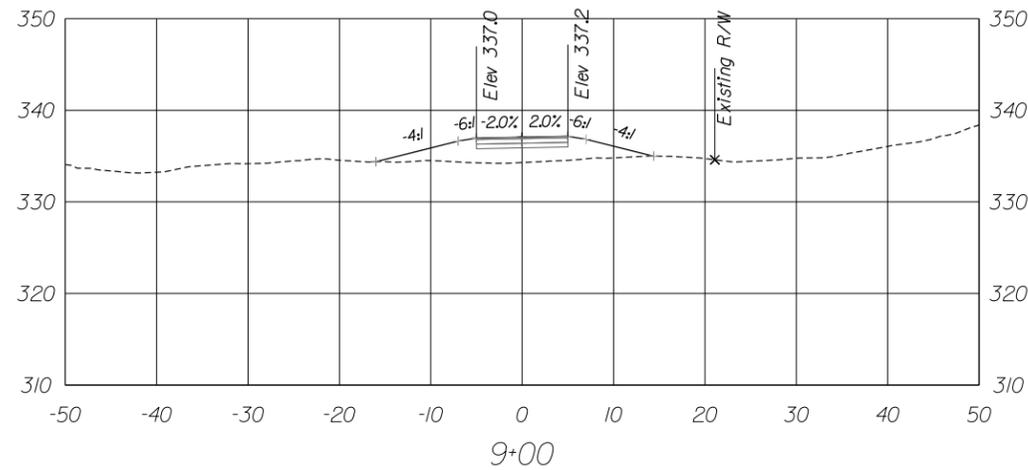
XS-04

CROSS SECTION

Sta6+00 To Sta8+00

BY: \$USER\$

PLOTTED: 04/21/2020



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NO.	DESCRIPTION	NAME	DATE
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CLIENT/PROJECT
 CITY OF FAIRFAX
 GEORGE T. SNYDER TRAIL

PROJECT NO: 18022 DATE: 02/05/2020 SHEET: 65 OF 106



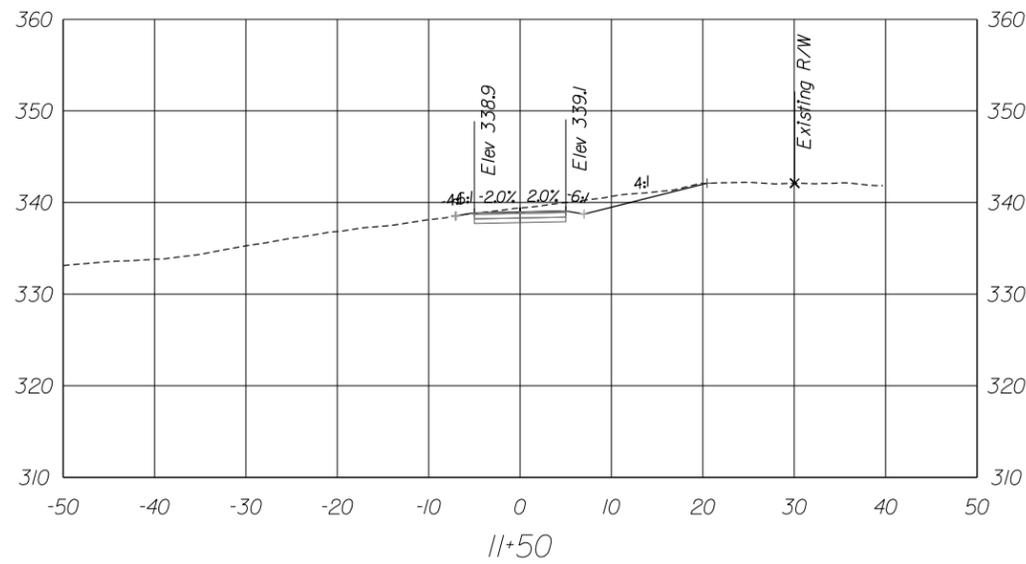
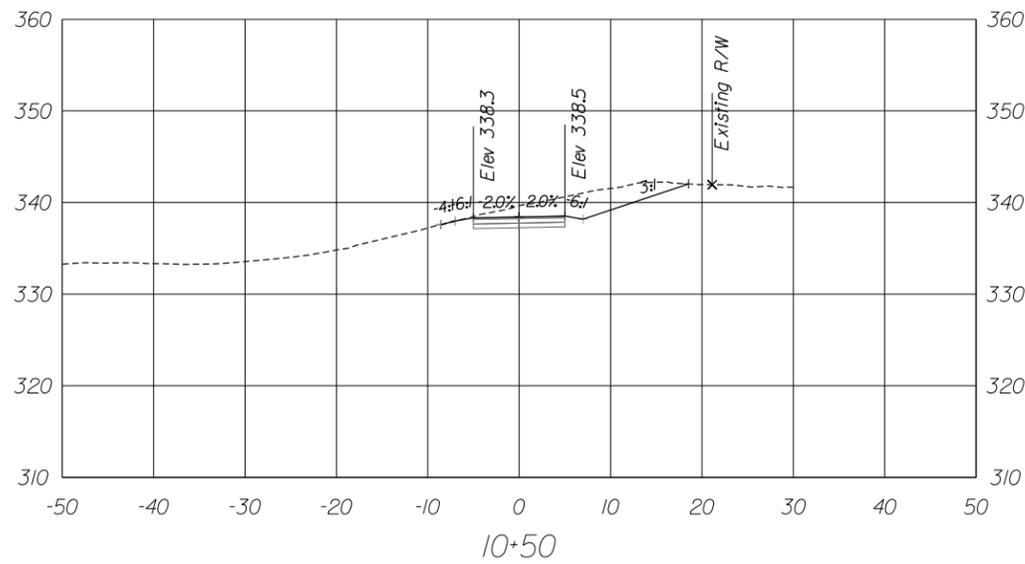
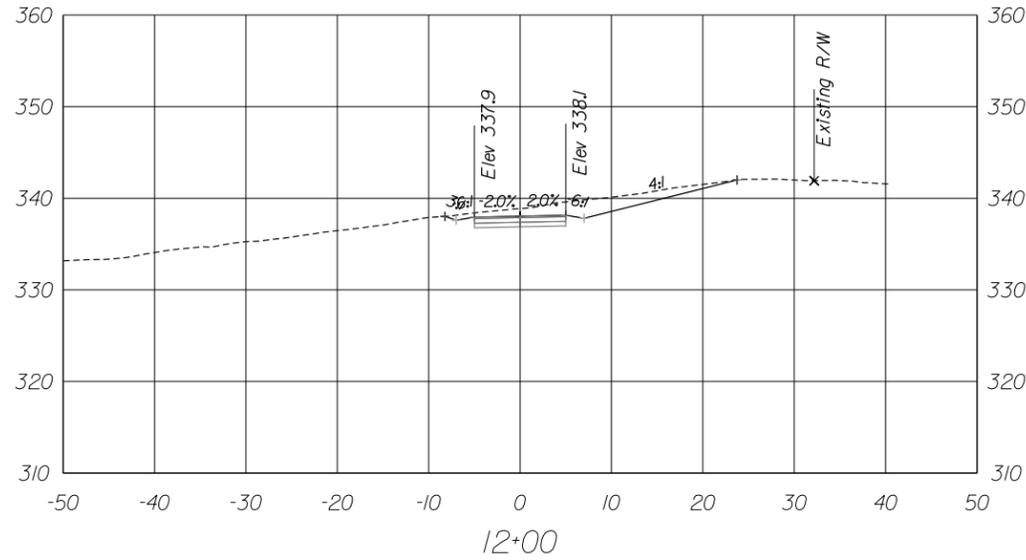
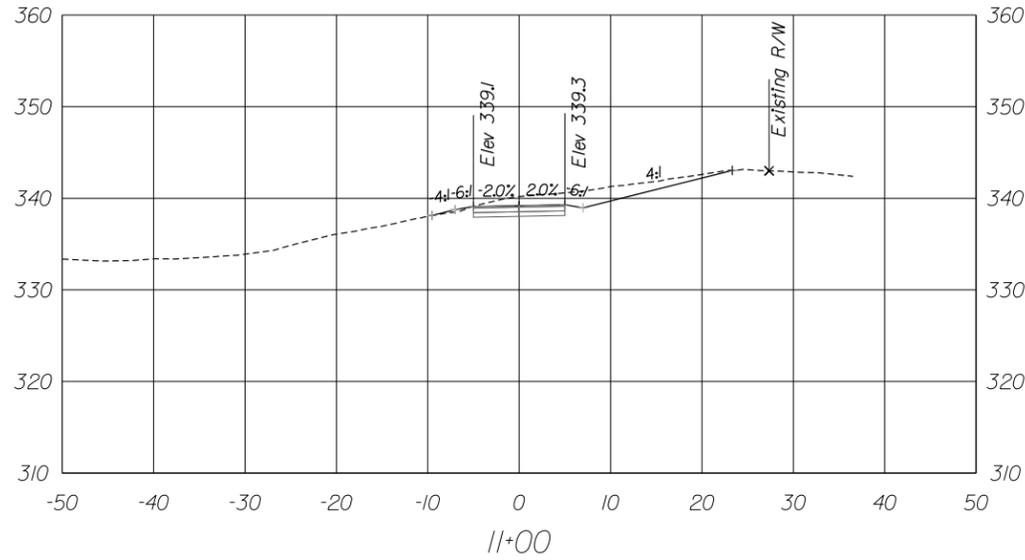
XS-05

CROSS SECTION

Sta8+50 To Sta10+00

BY: \$USER\$

PLOTTED: 04/15/2020



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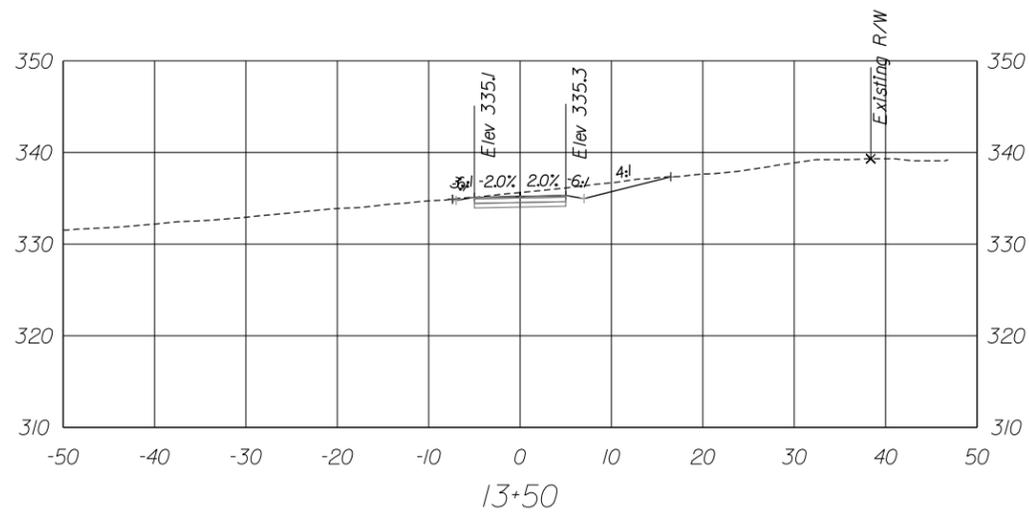
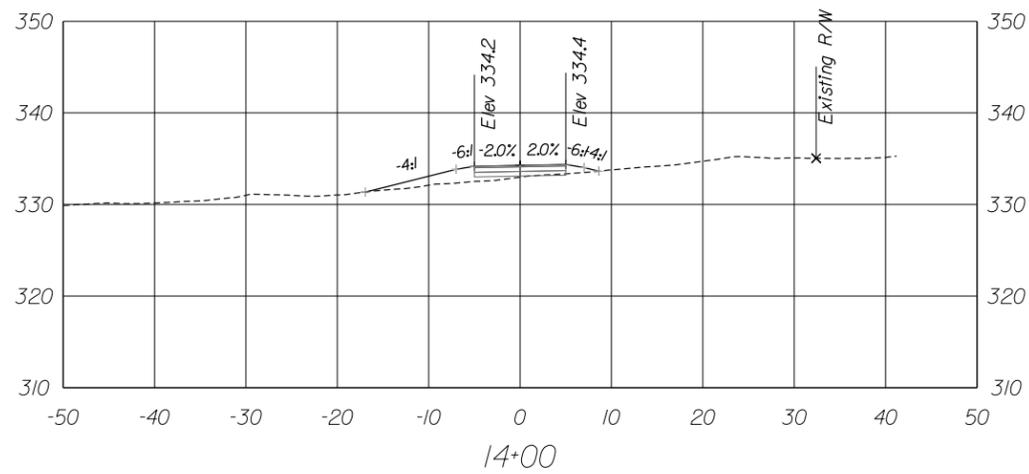
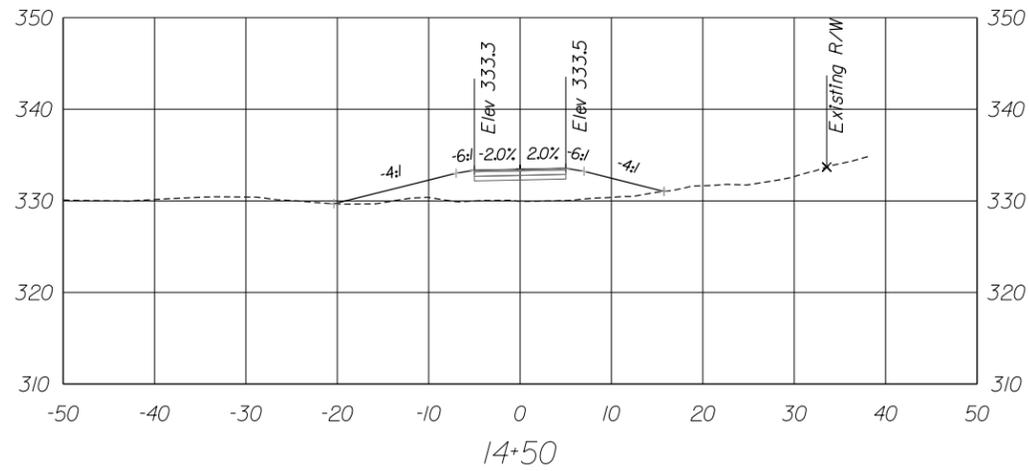
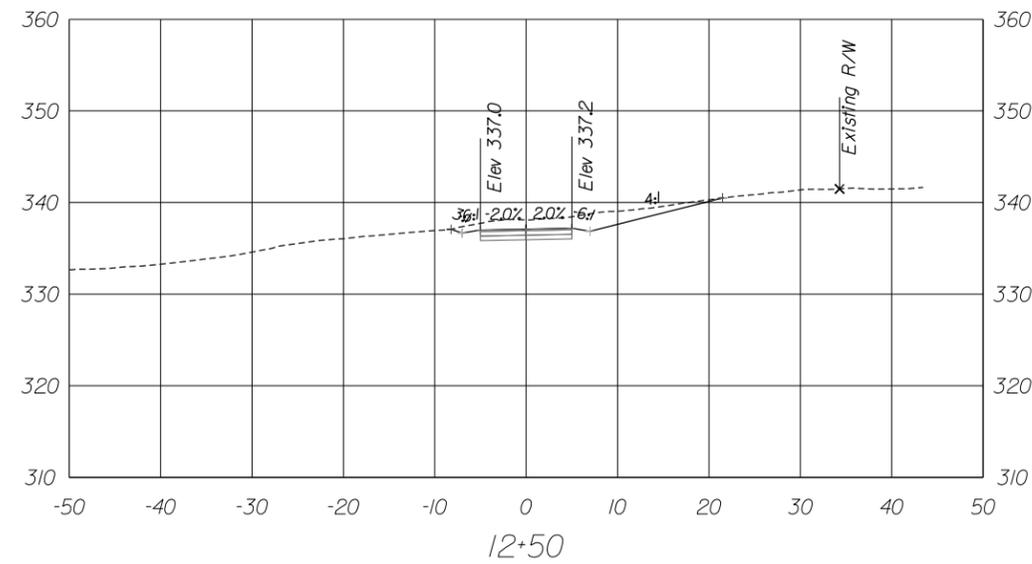
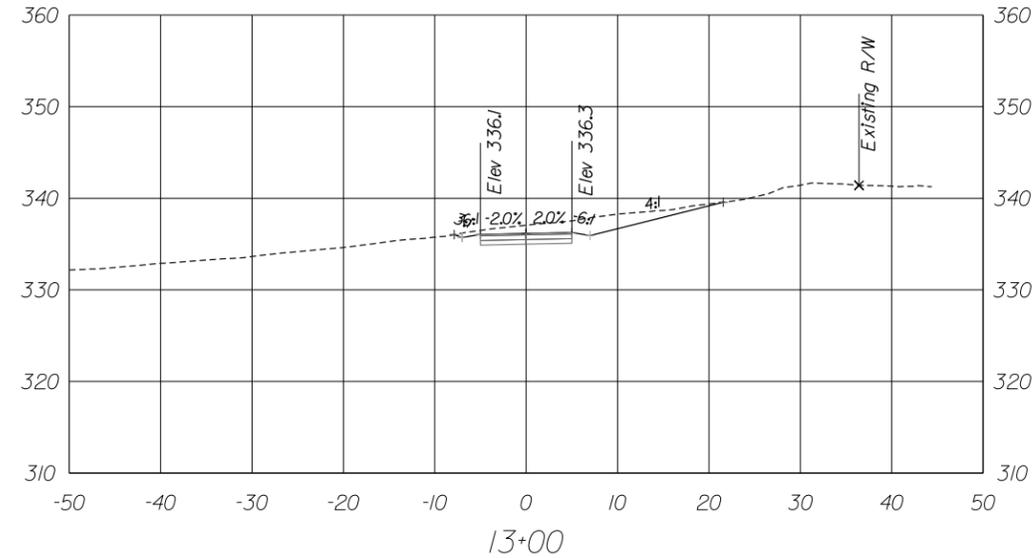
XS-06

CROSS SECTION

Stal0+50 To Stal2+00

BY: \$USER\$

PLotted: 04/15/2020



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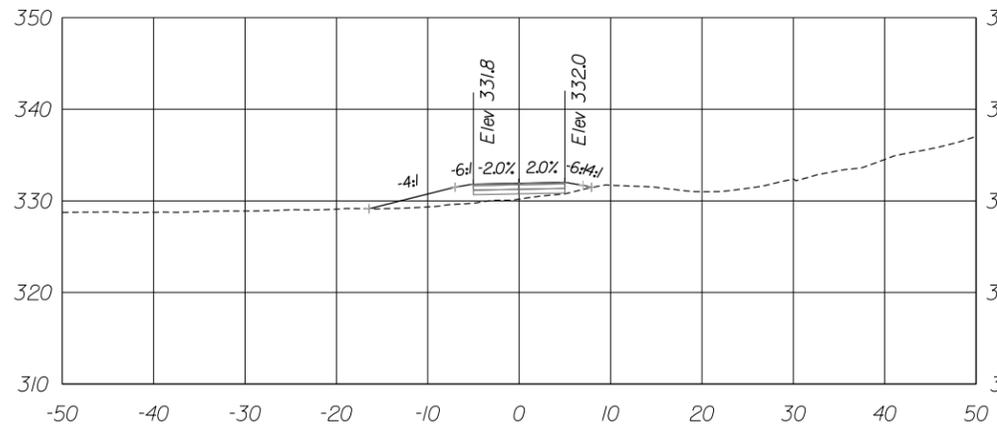
XS-07

CROSS SECTION

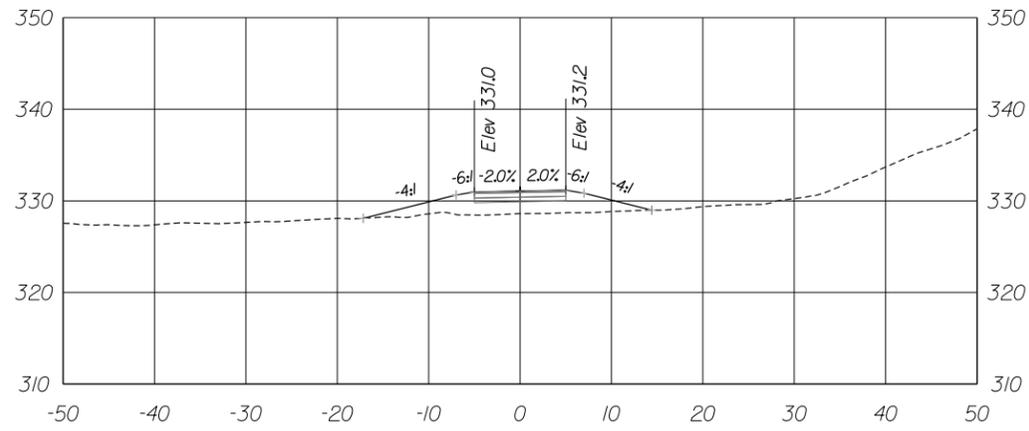
Stal2+50 To Stal4+50

BY: \$USER\$

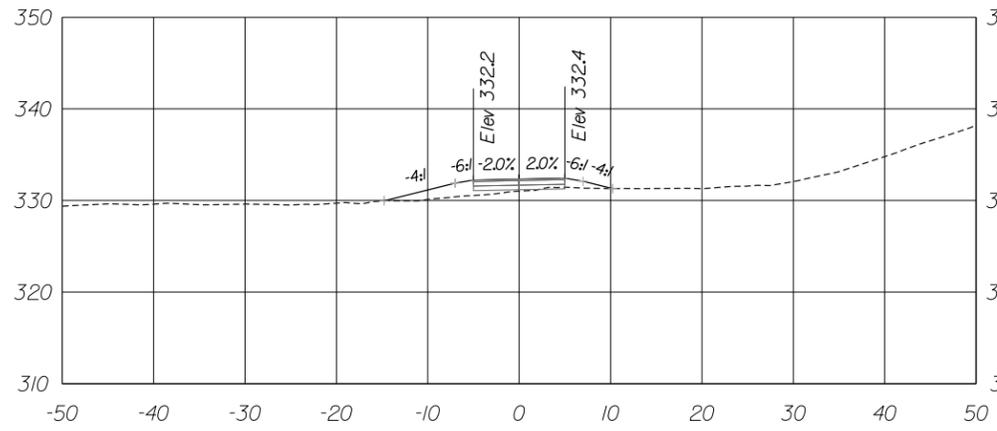
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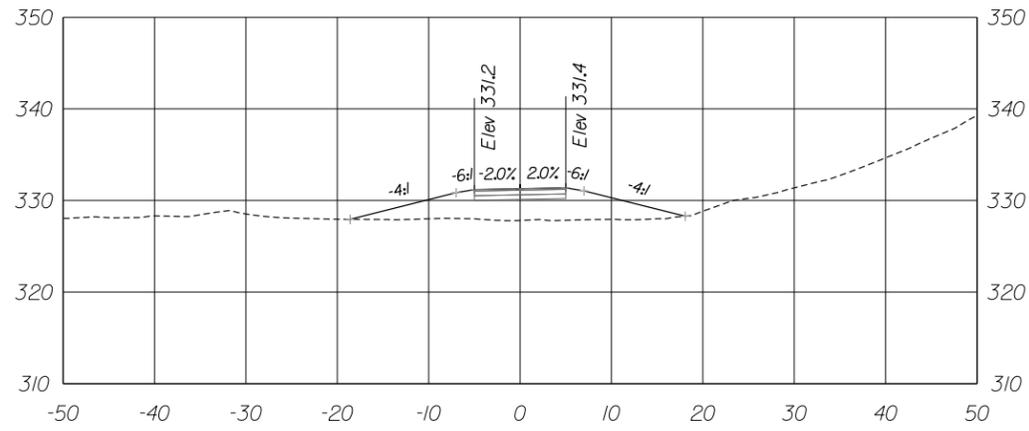
16+00



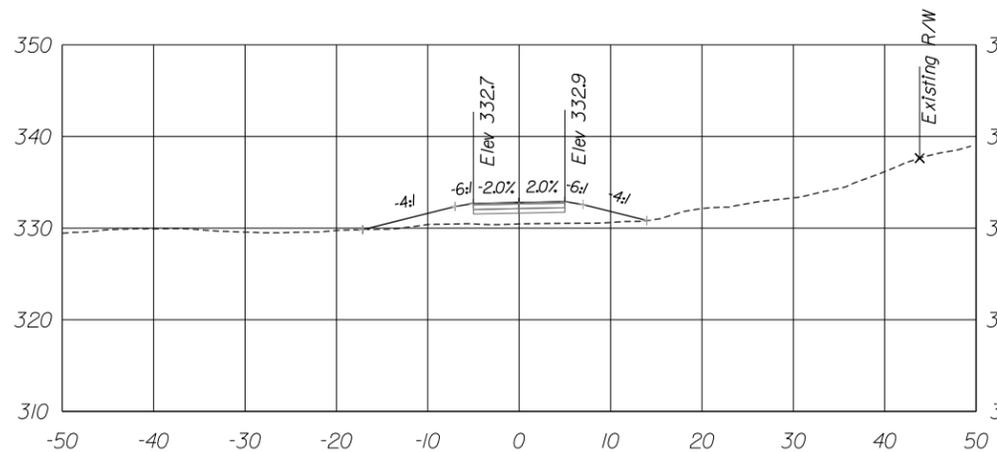
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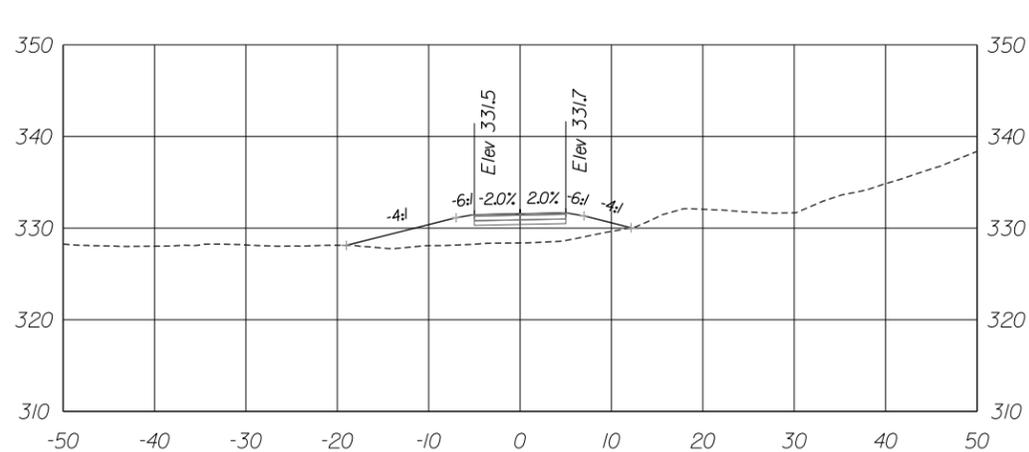
15+50



17+00



15+00



16+50



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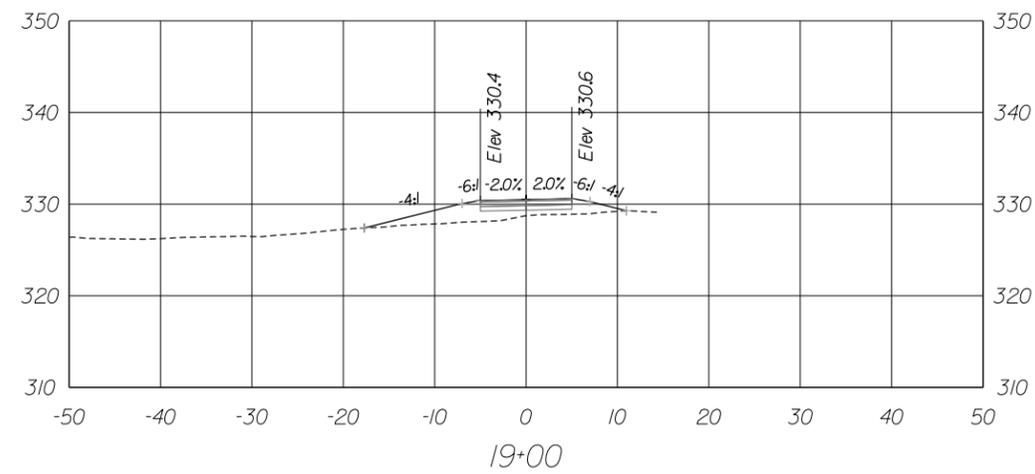
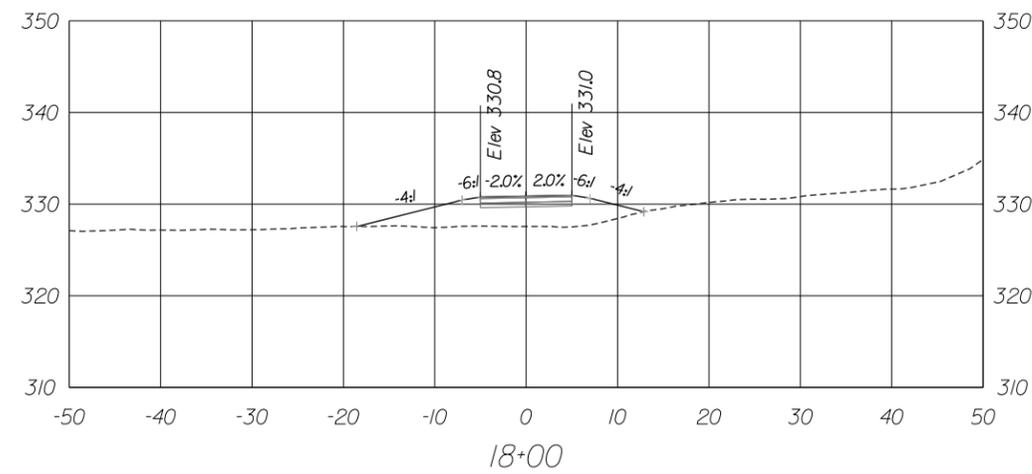
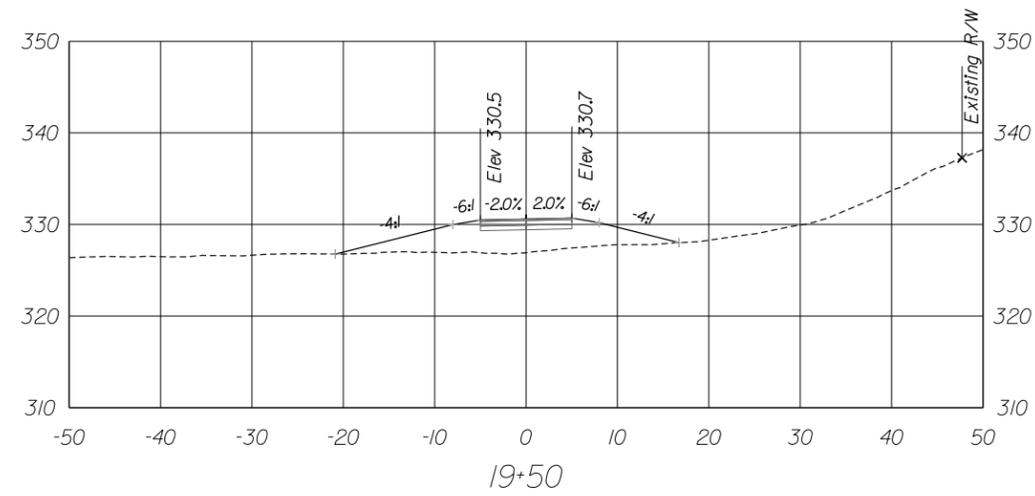
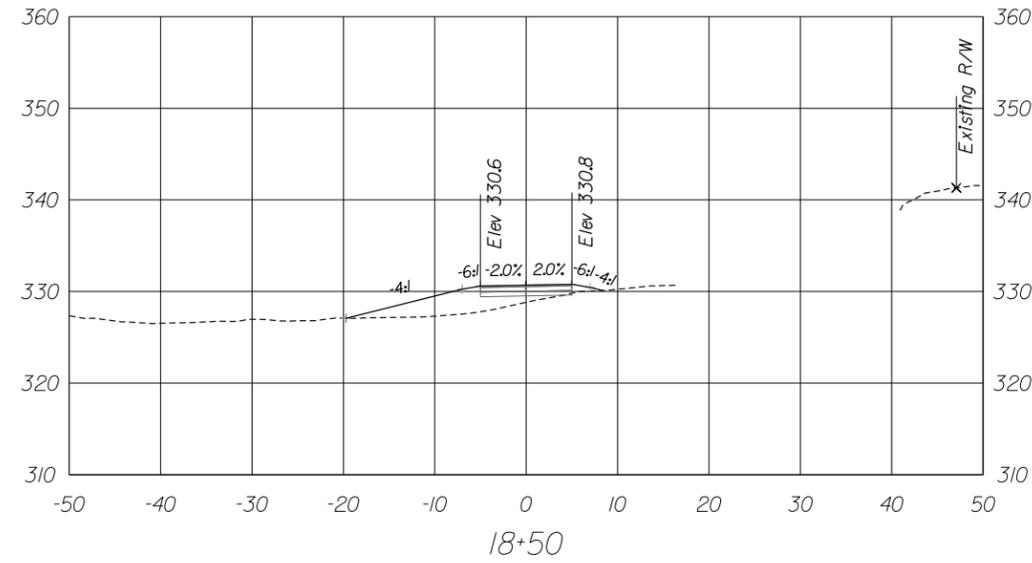
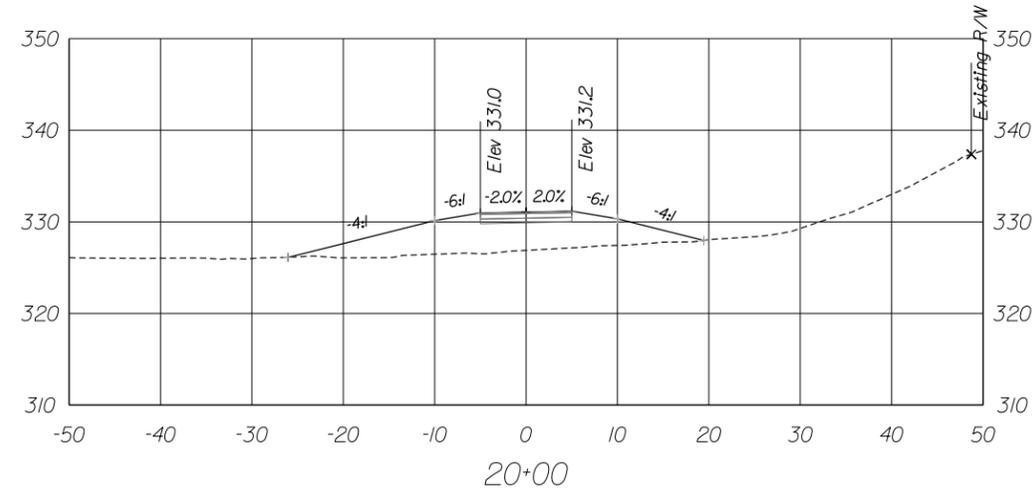
XS-08

CROSS SECTION

Sta15+00 To Sta17+50

BY: \$USER\$

PLOTTED: 04/15/2020



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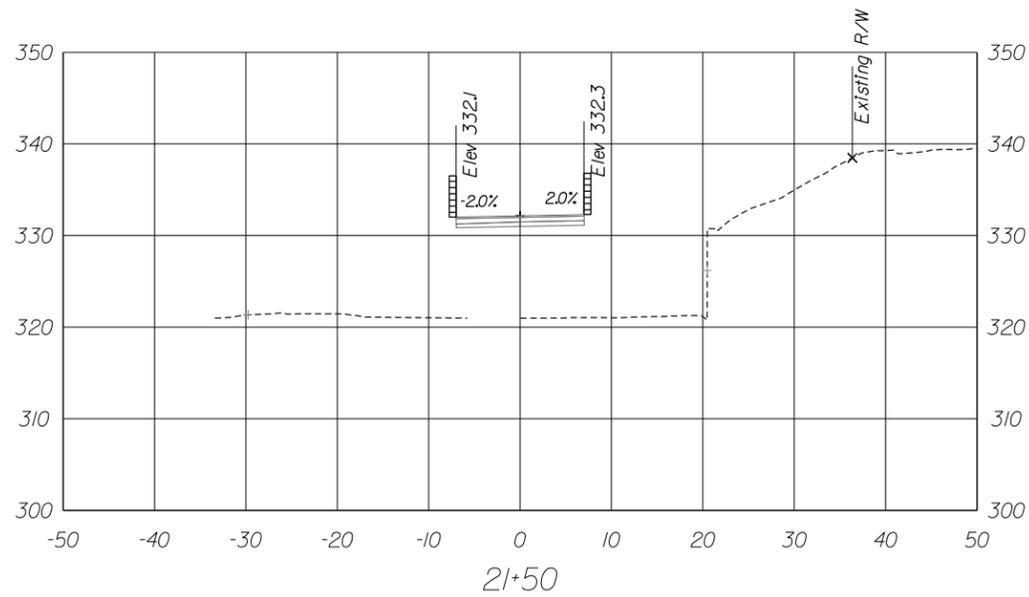
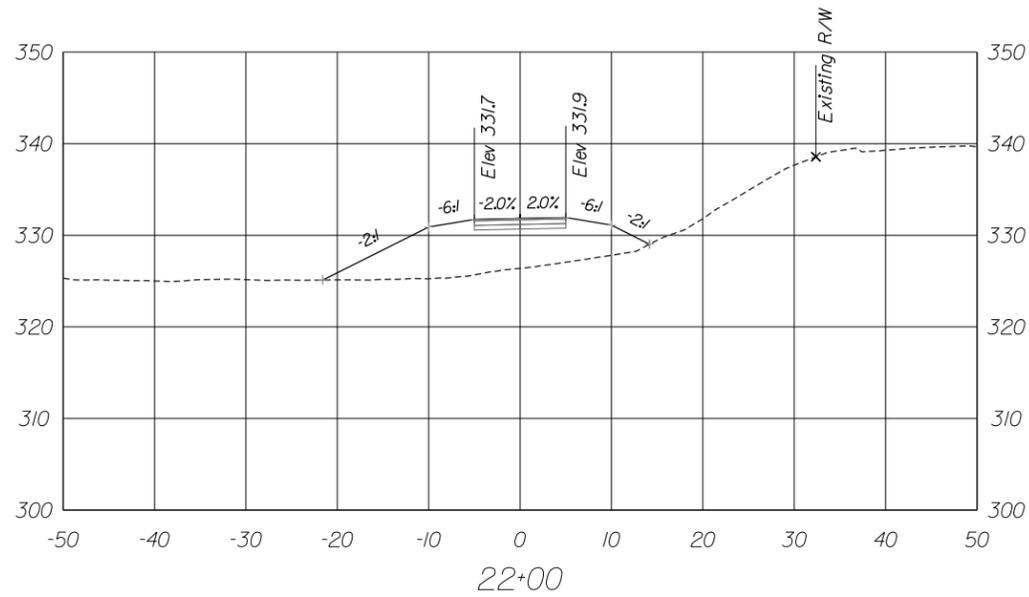
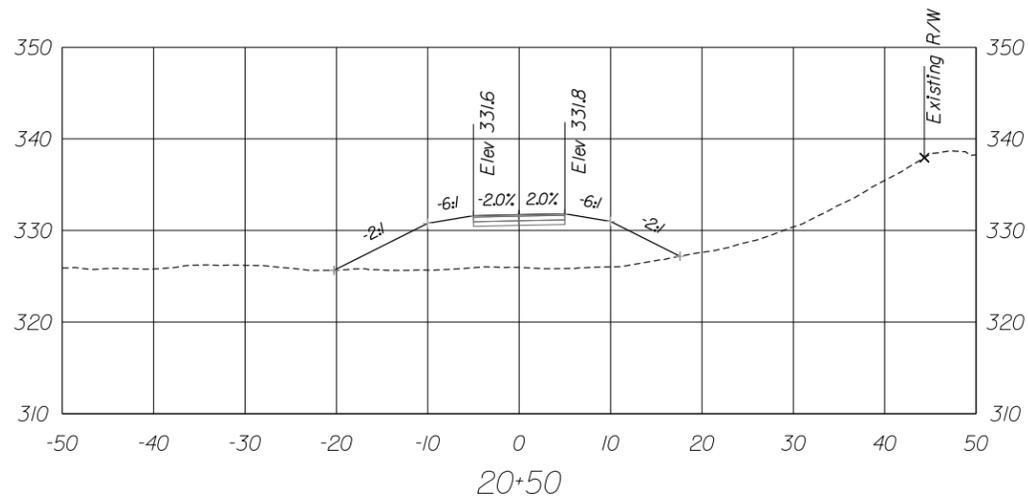
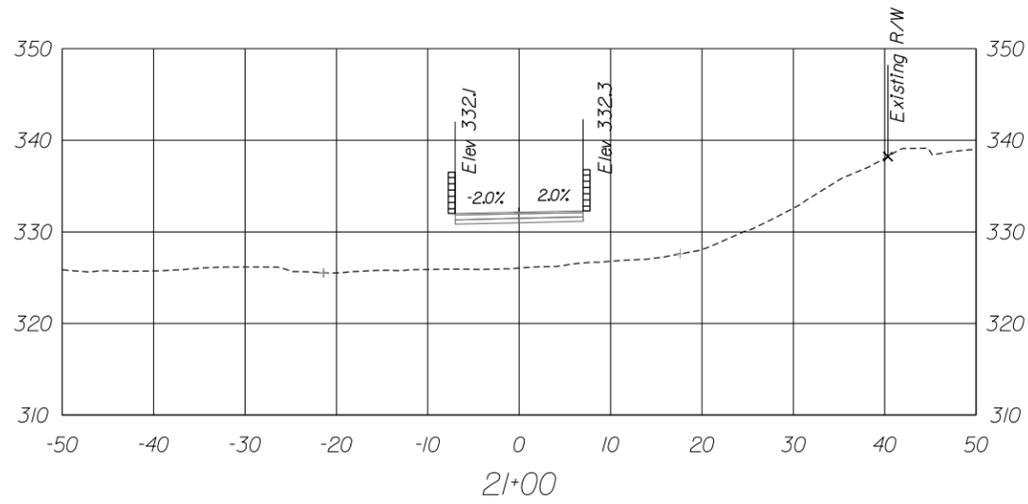
XS-09

CROSS SECTION

Sta18+00 To Sta20+00

BY: \$USER\$

PLOTTED: 04/15/2020



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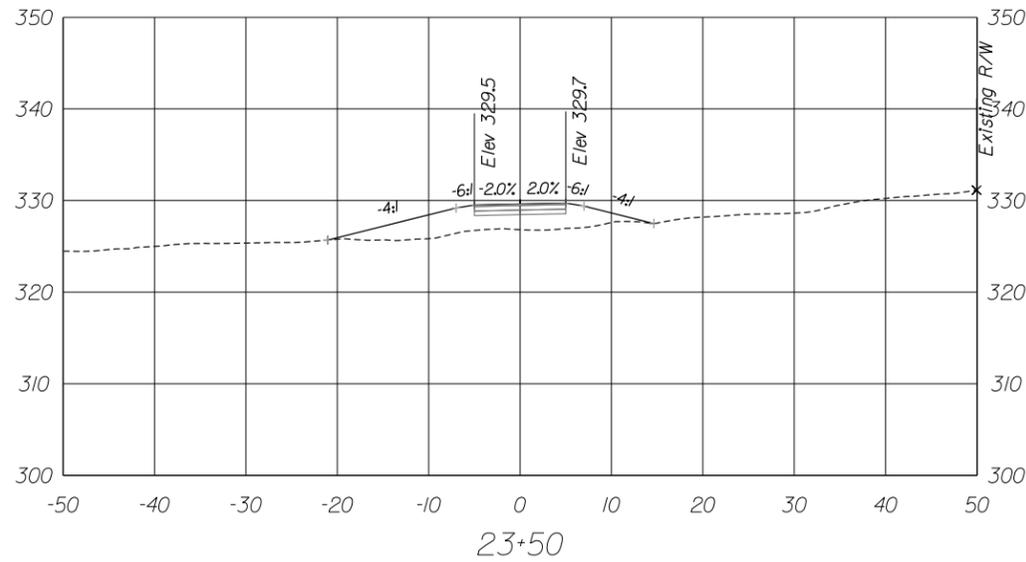
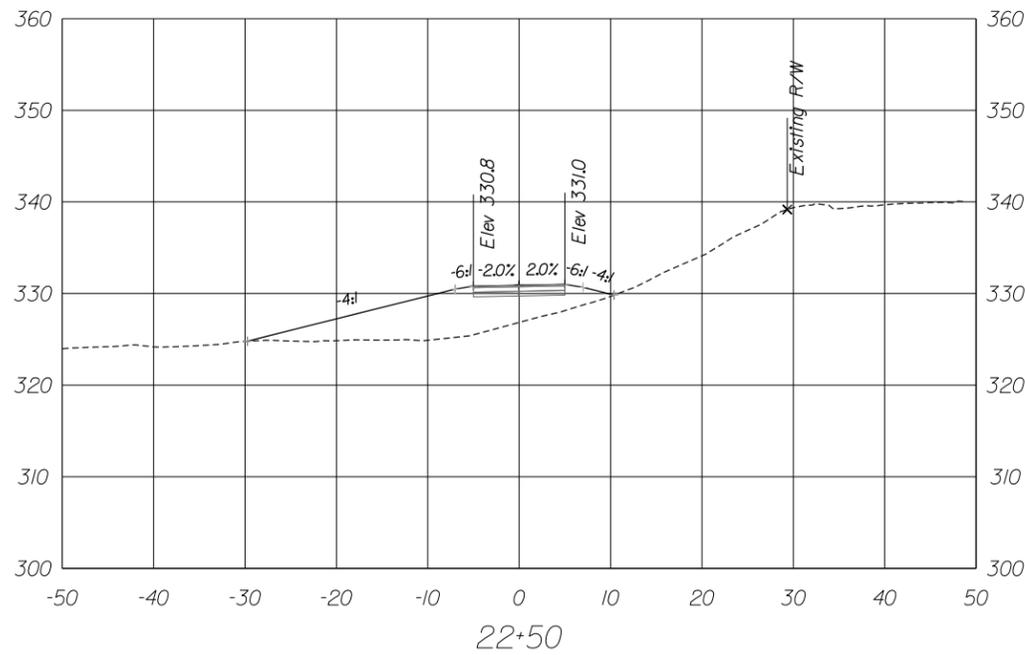
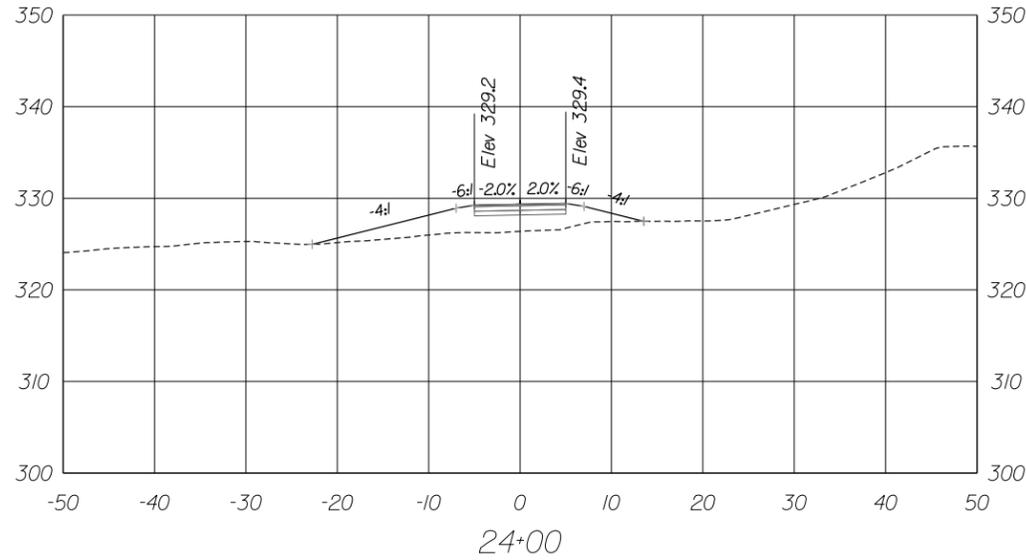
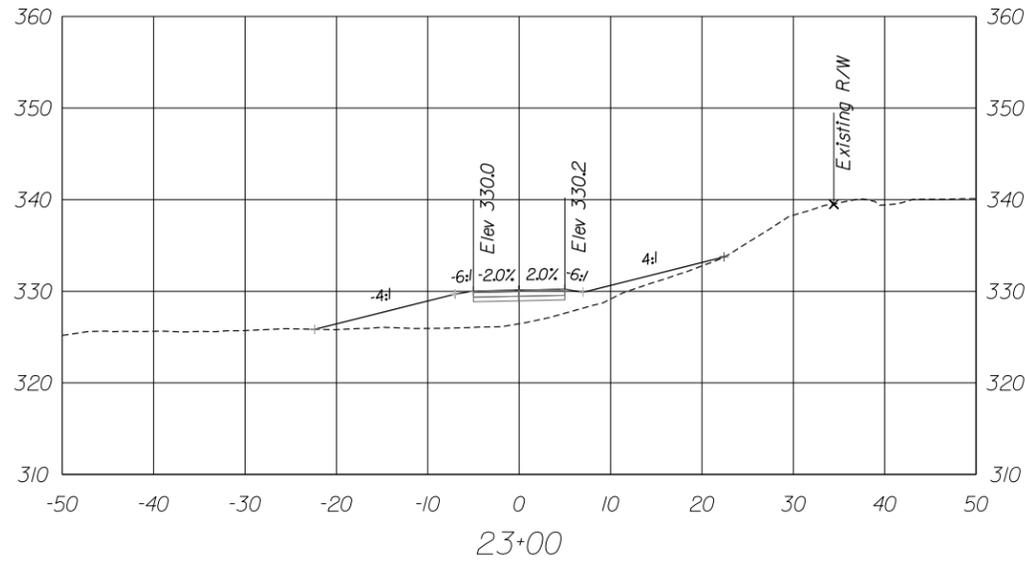
XS-10

CROSS SECTION

Sta20+25 To Sta22+00

BY: \$USER\$

PLOTTED: 04/15/2020



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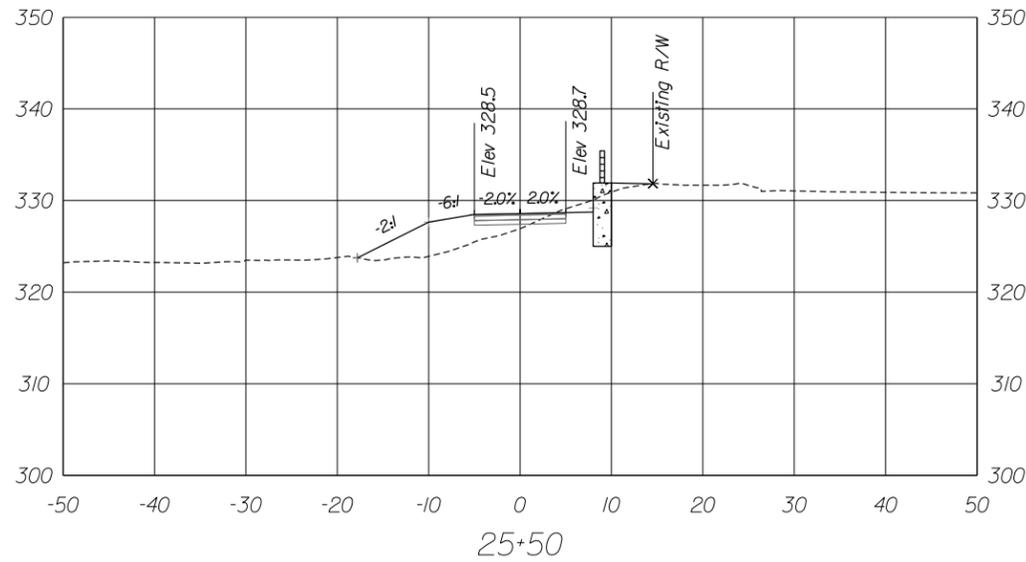
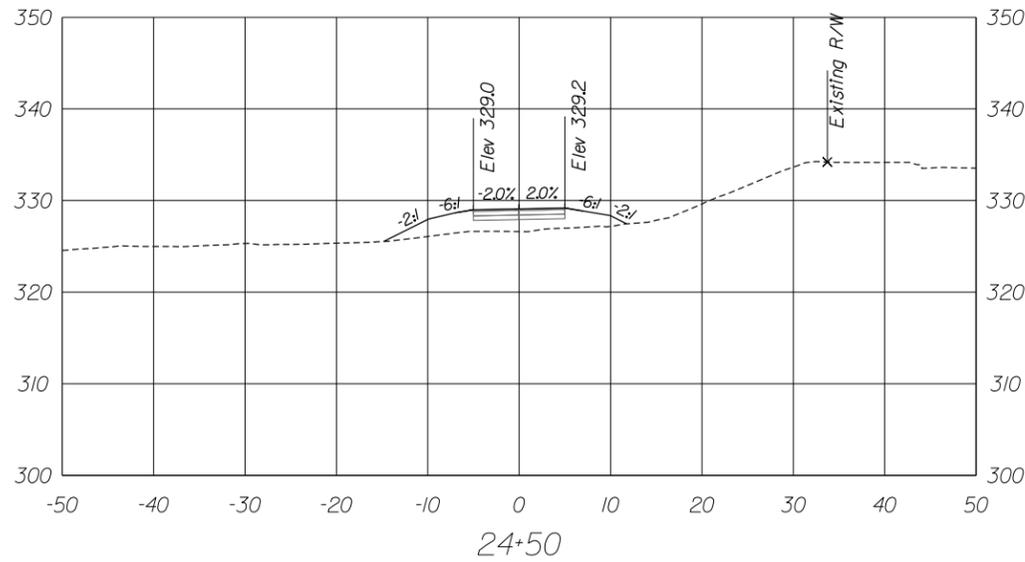
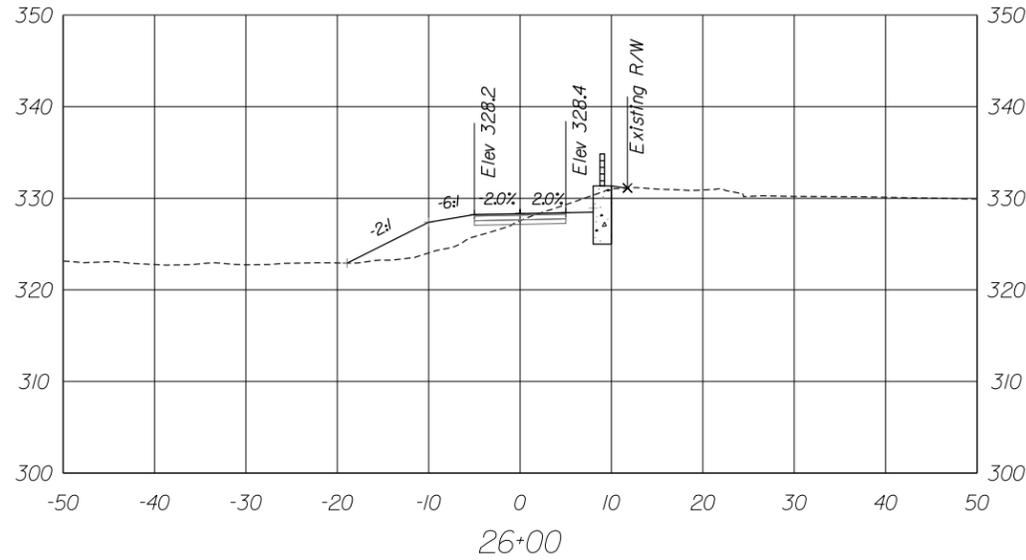
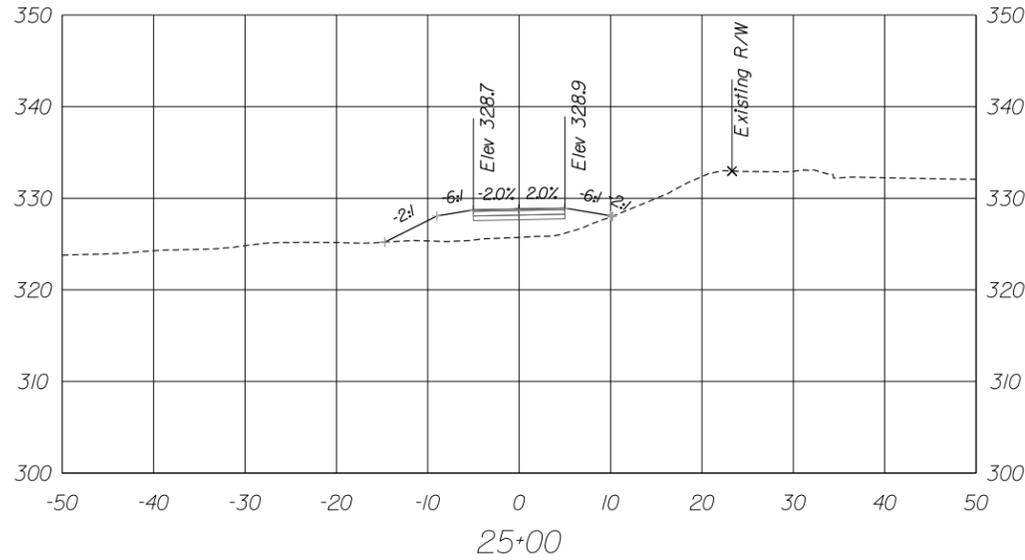
XS-11

CROSS SECTION

Sta22+50 To Sta24+00

BY: \$USER\$

PLOTTED: 04/15/2020



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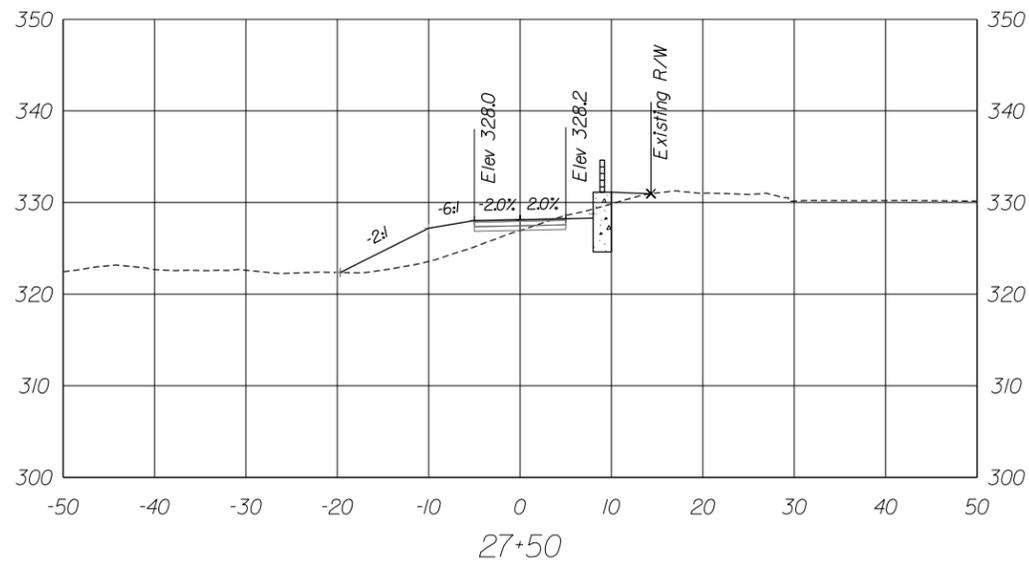
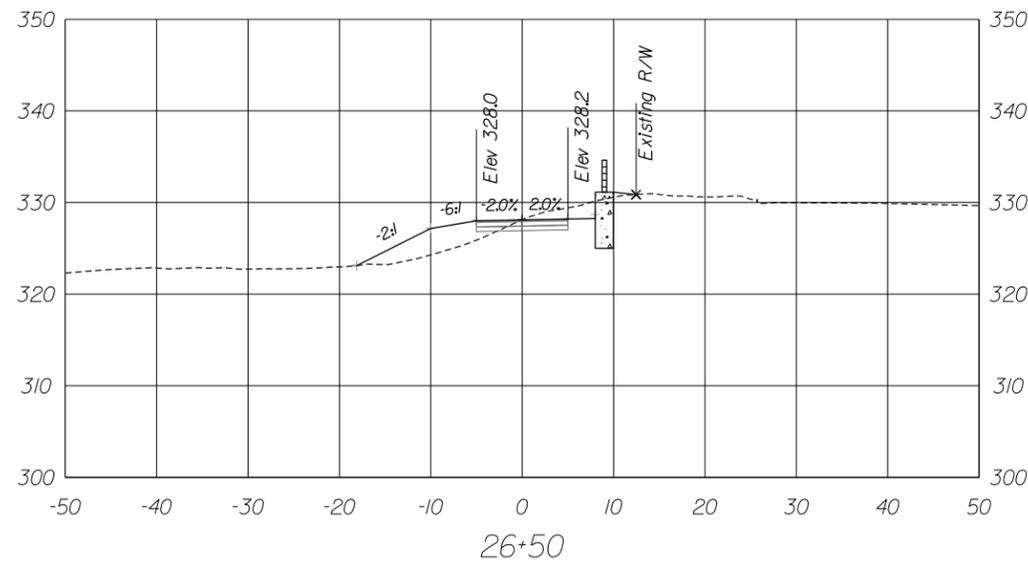
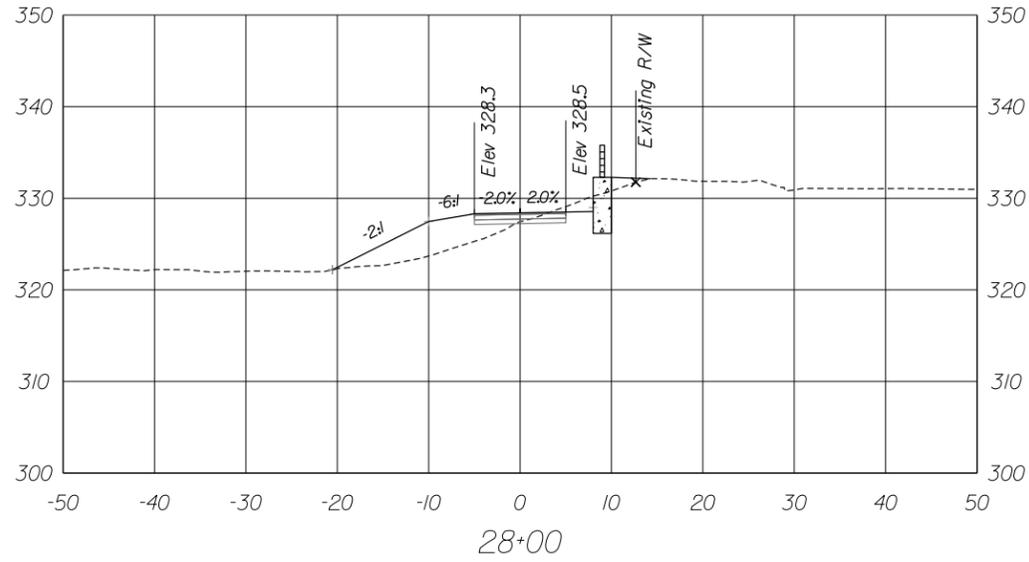
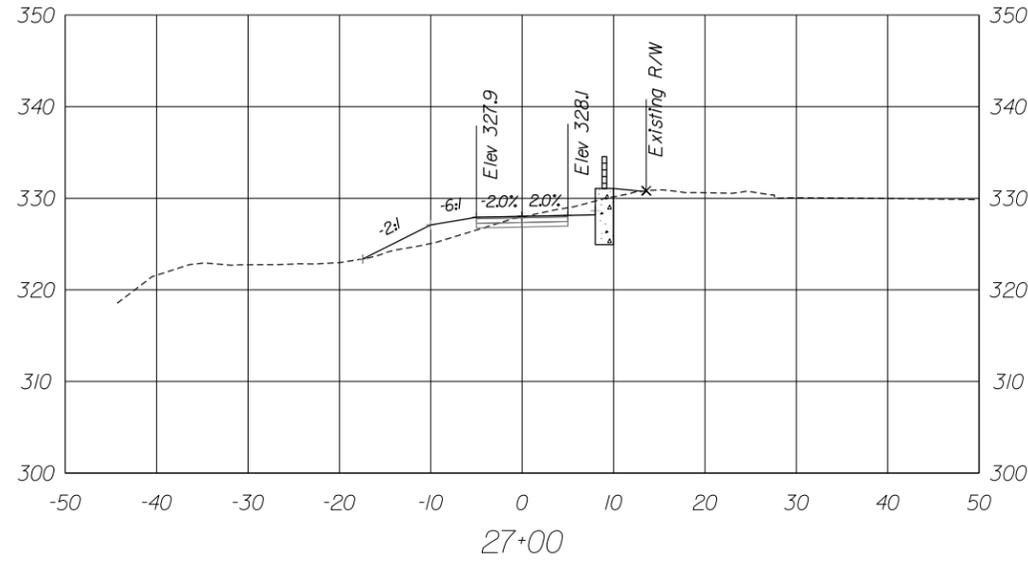
XS-12

CROSS SECTION

Sta24+50 To Sta26+00

BY: \$USER\$

PLOTTED: 04/15/2020



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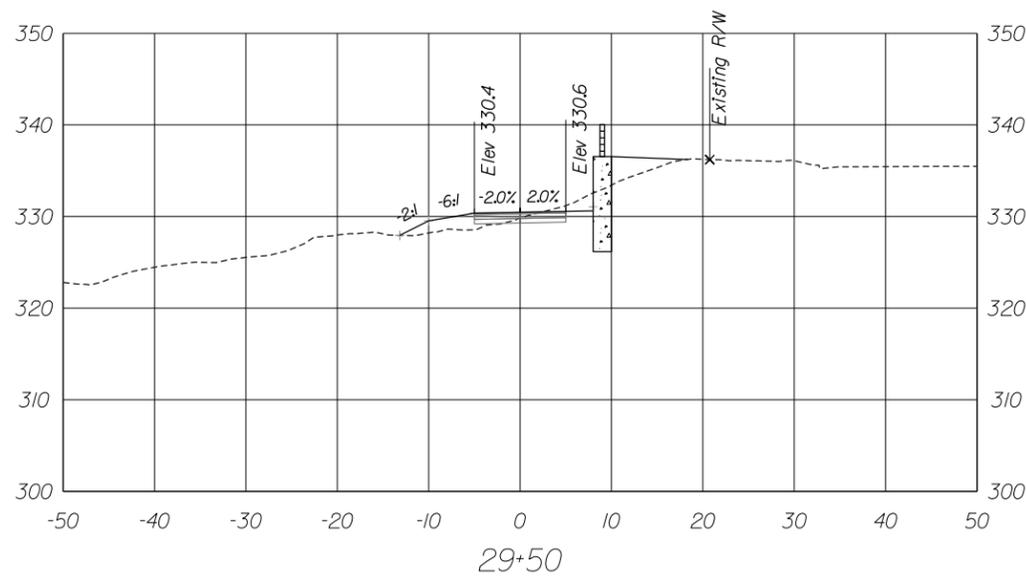
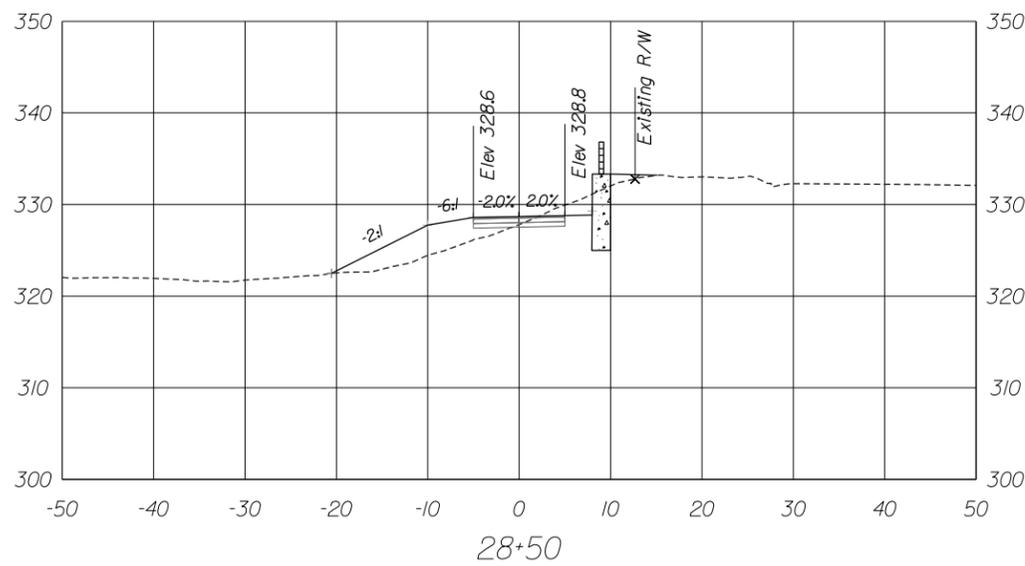
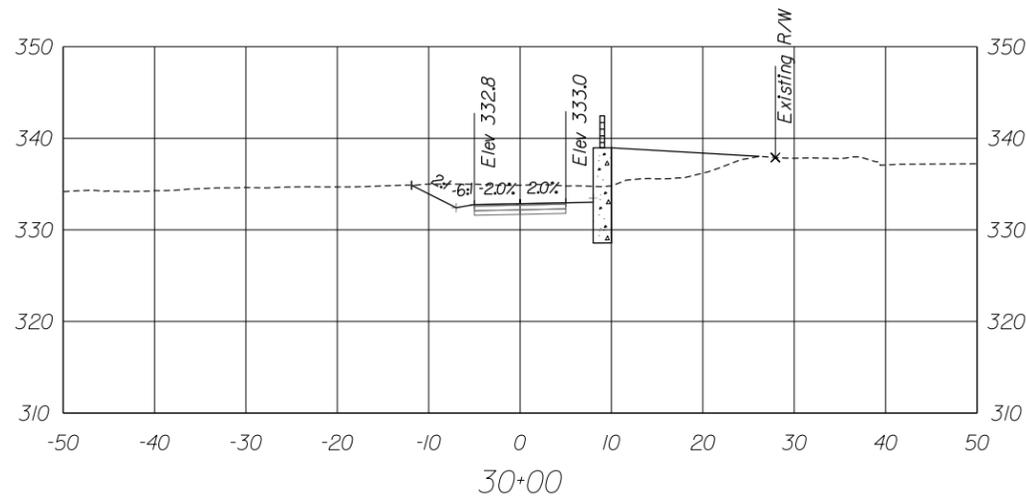
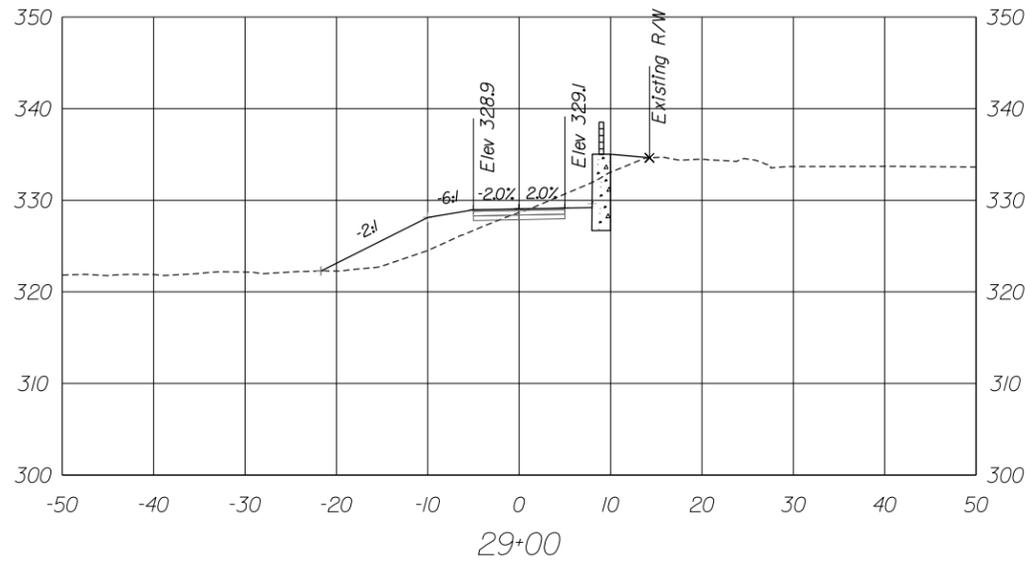
XS-13

CROSS SECTION

Sta26+50 To Sta28+00

BY: \$USER\$

PLOTTED: 04/15/2020



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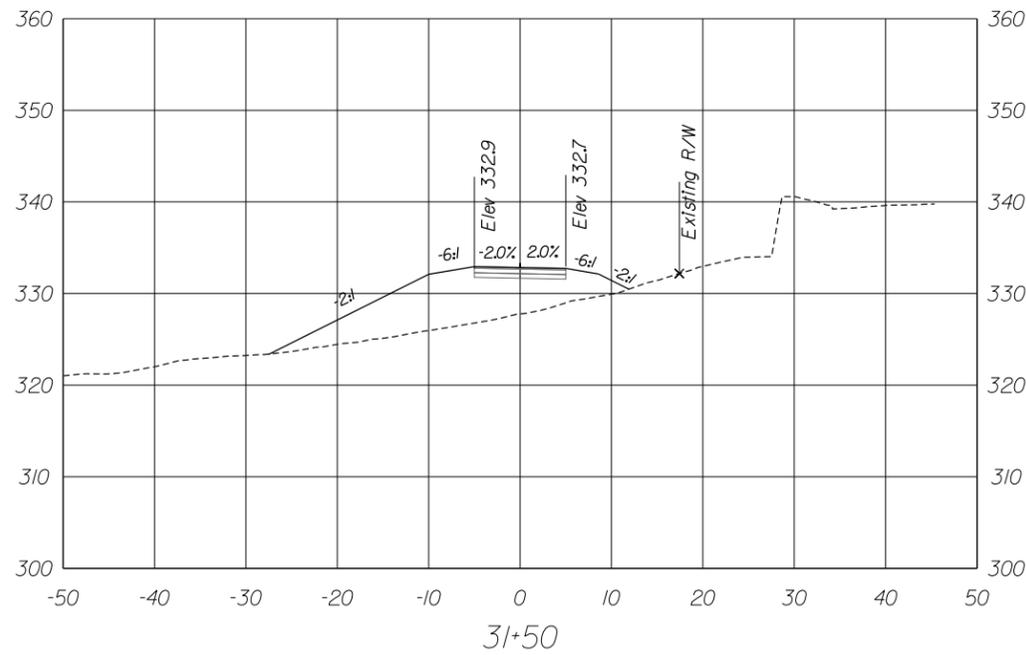
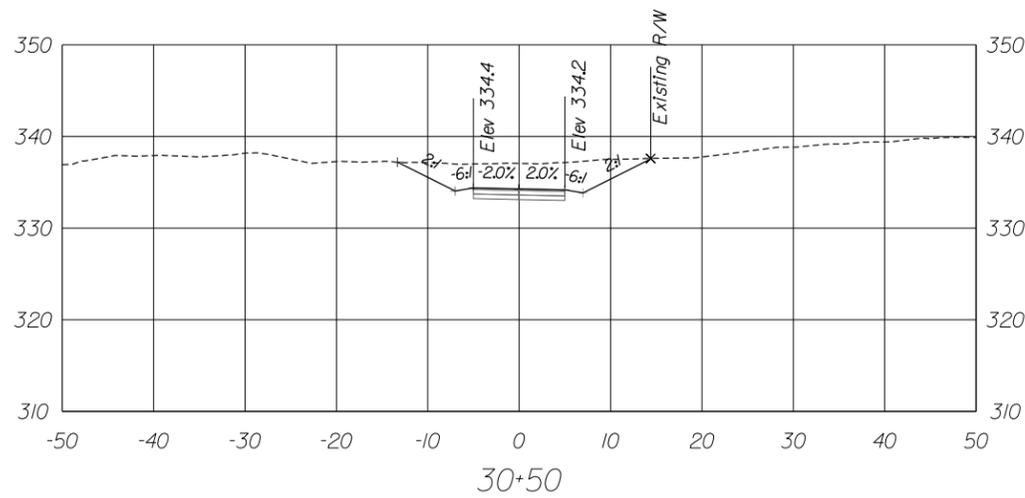
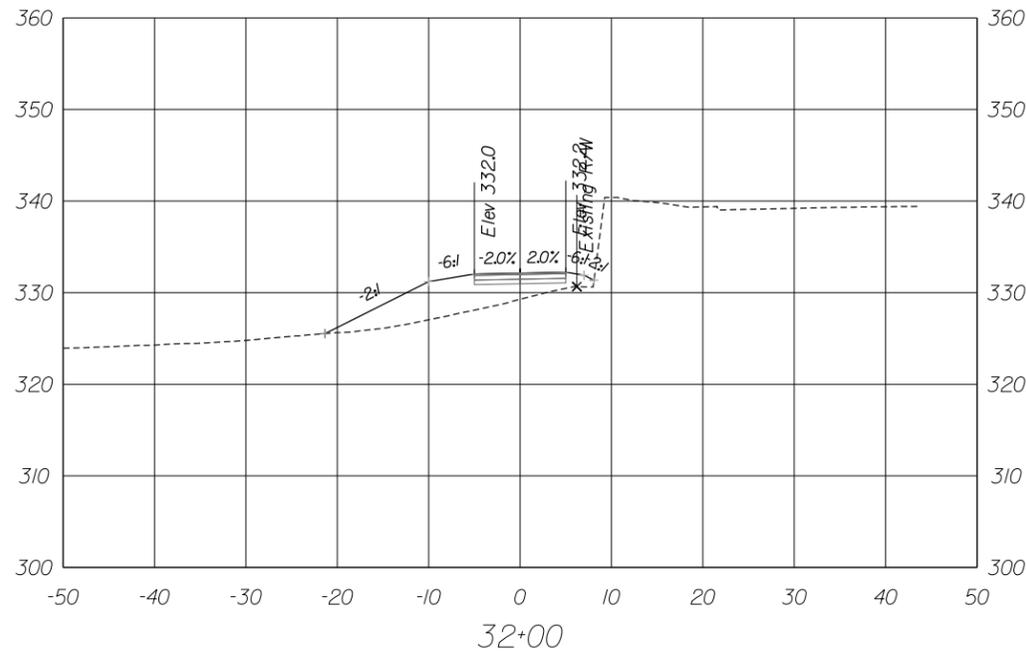
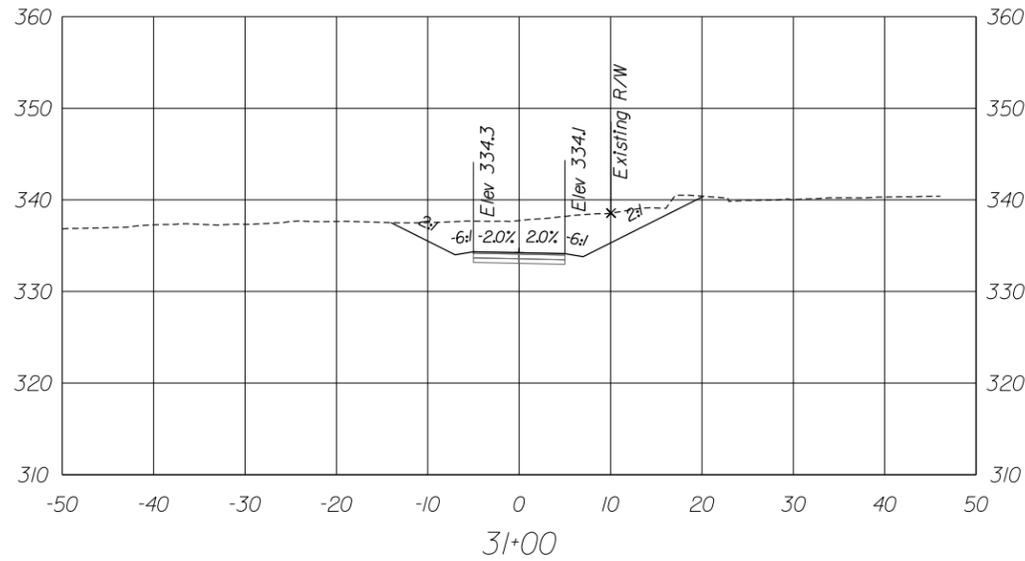
XS-14

CROSS SECTION

Sta28+50 To Sta30+00

BY: \$USERNAME\$

PLOTED: 04/15/2020



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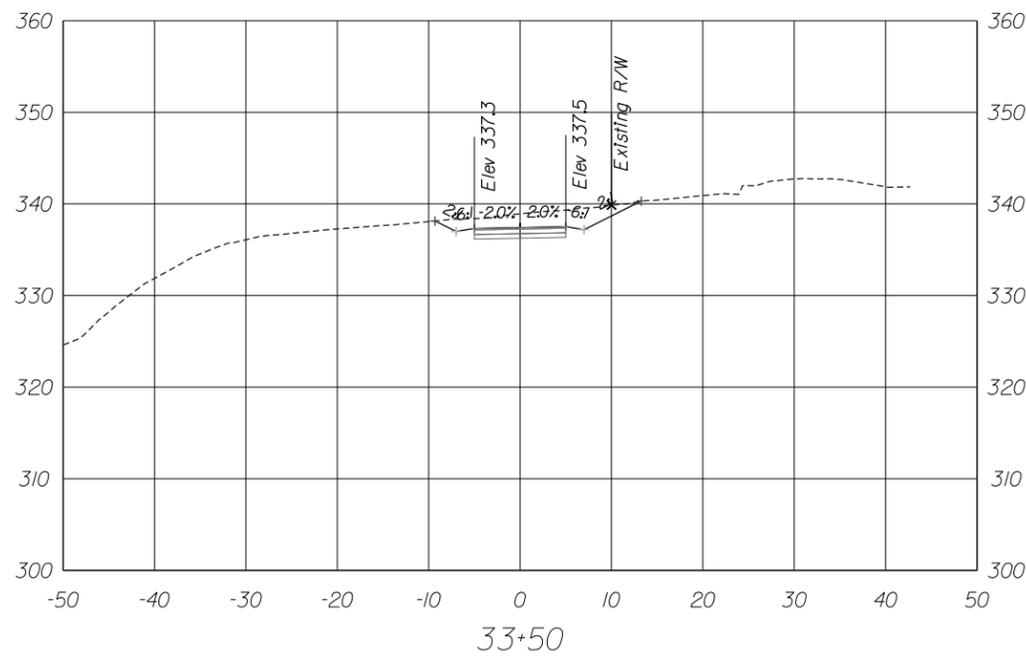
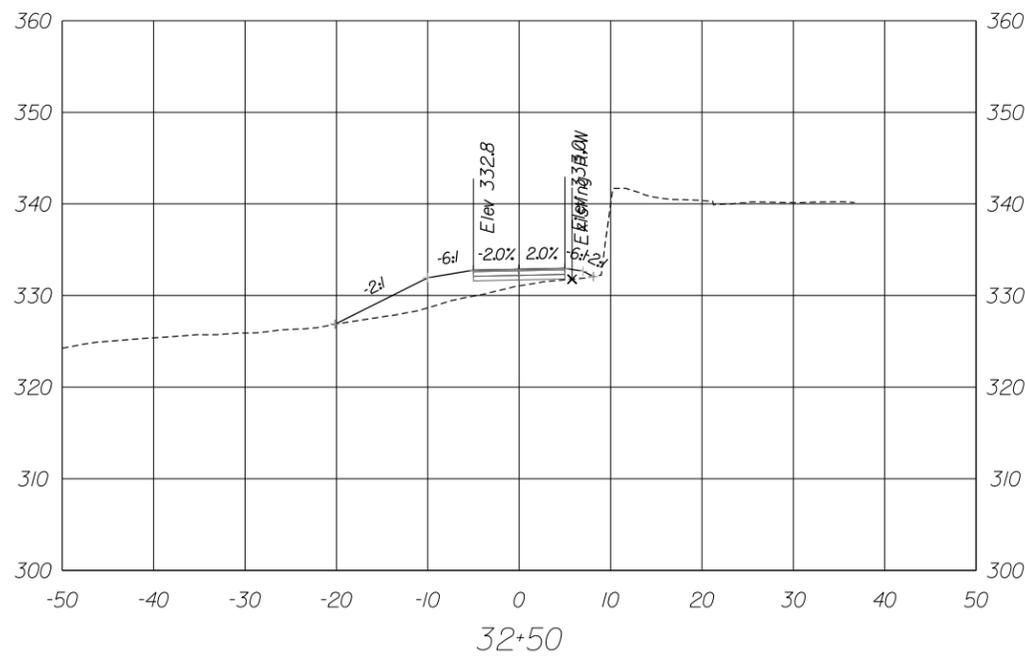
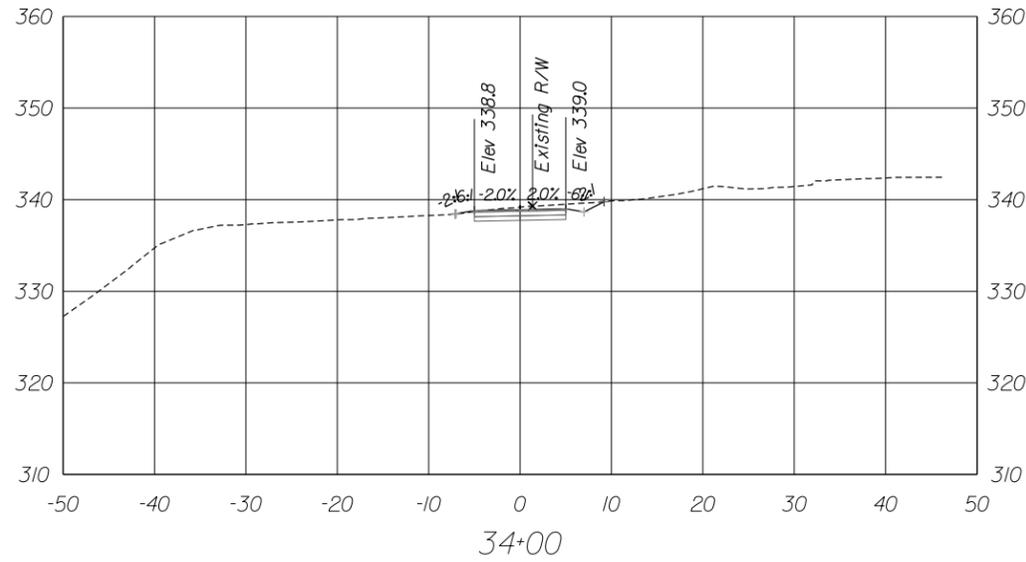
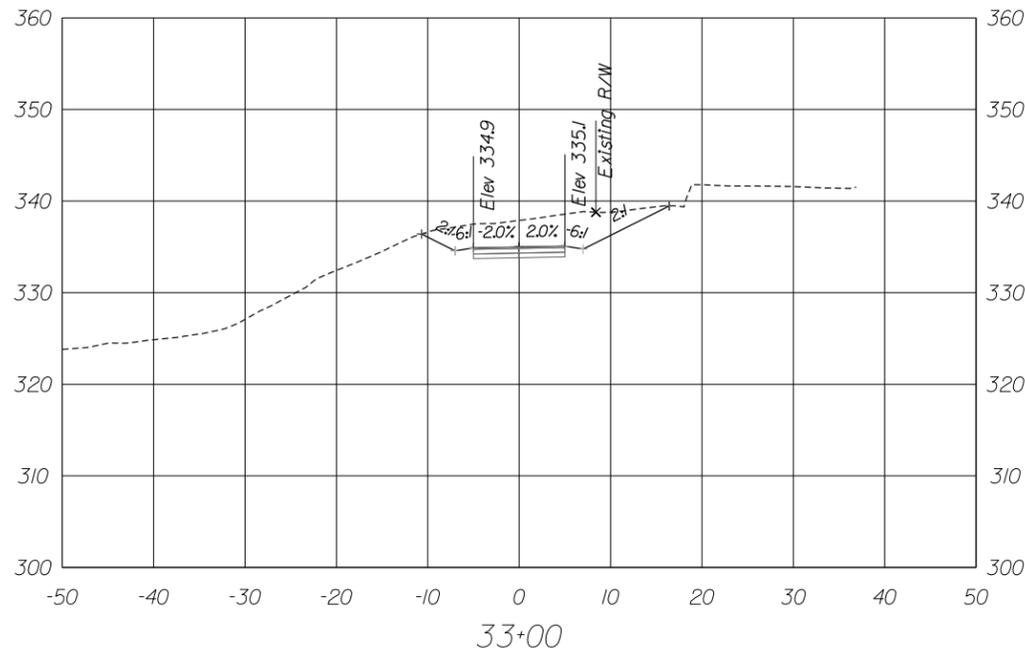
XS-15

CROSS SECTION

Sta30+50 To Sta32+00

BY: \$USER\$

PLOTTED: 04/15/2020



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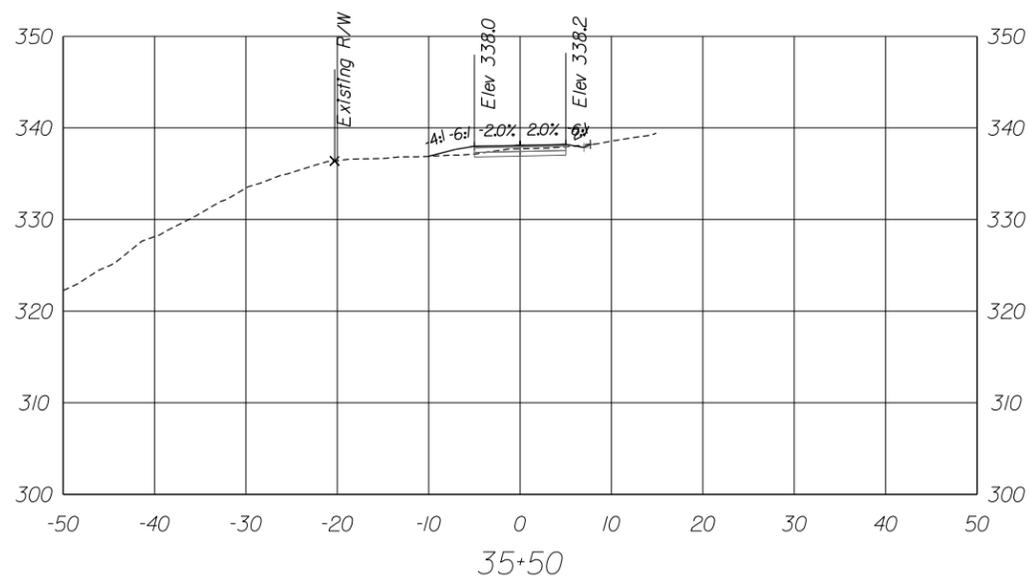
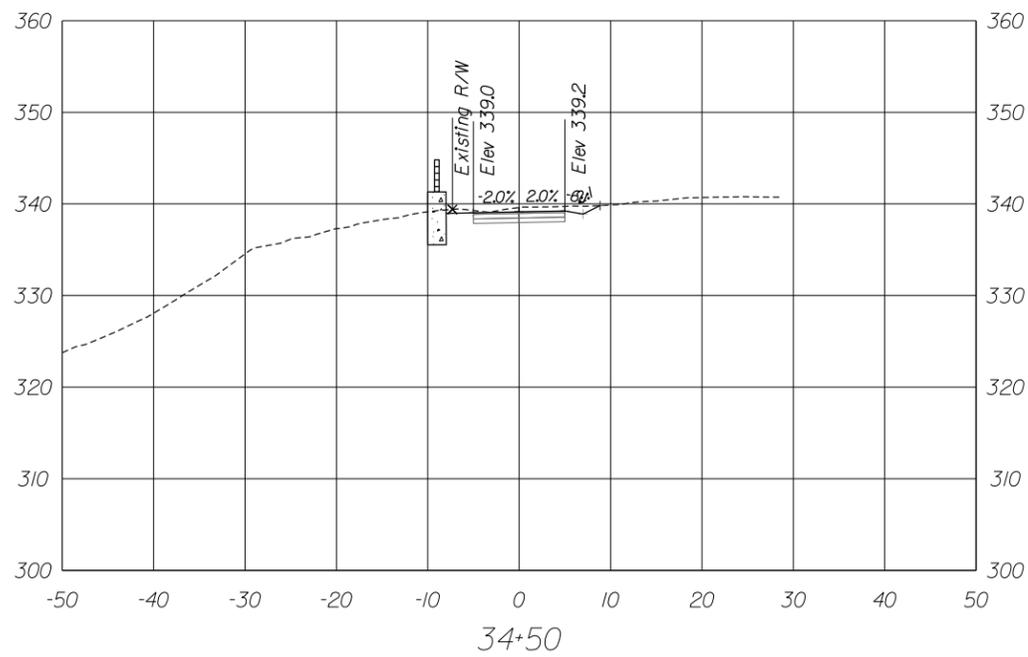
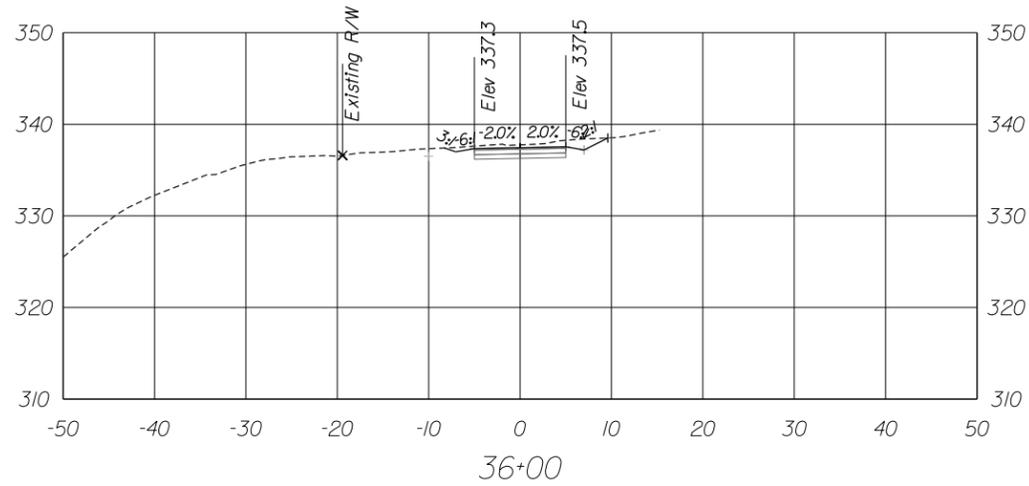
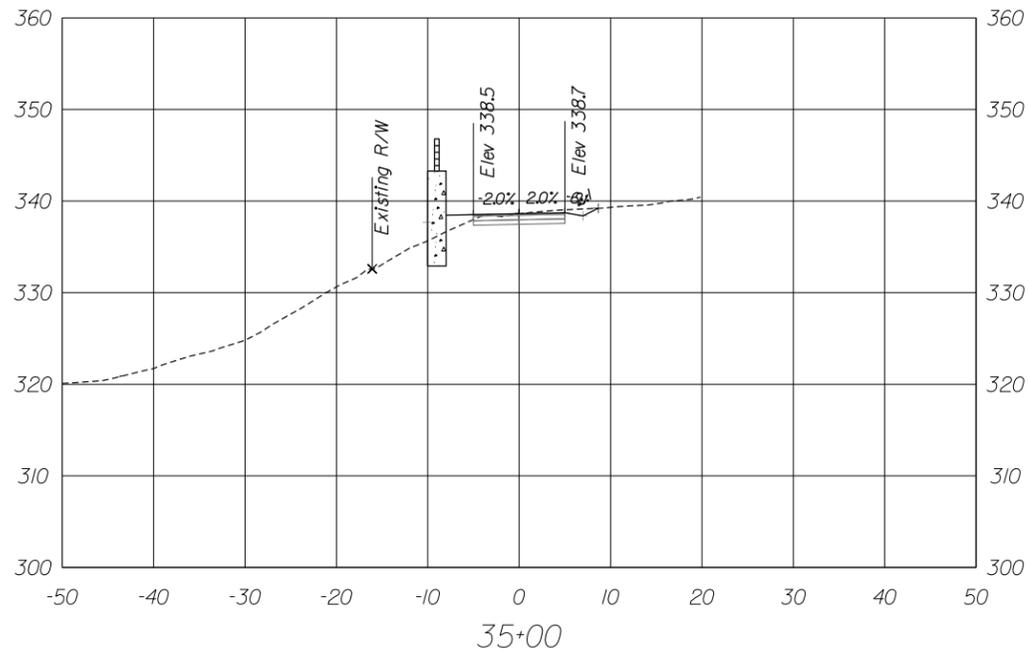
XS-16

CROSS SECTION

Sta 32+50 To Sta 34+00

BY: \$USER\$NAME\$

PLOTTER: \$DATE\$TIME\$



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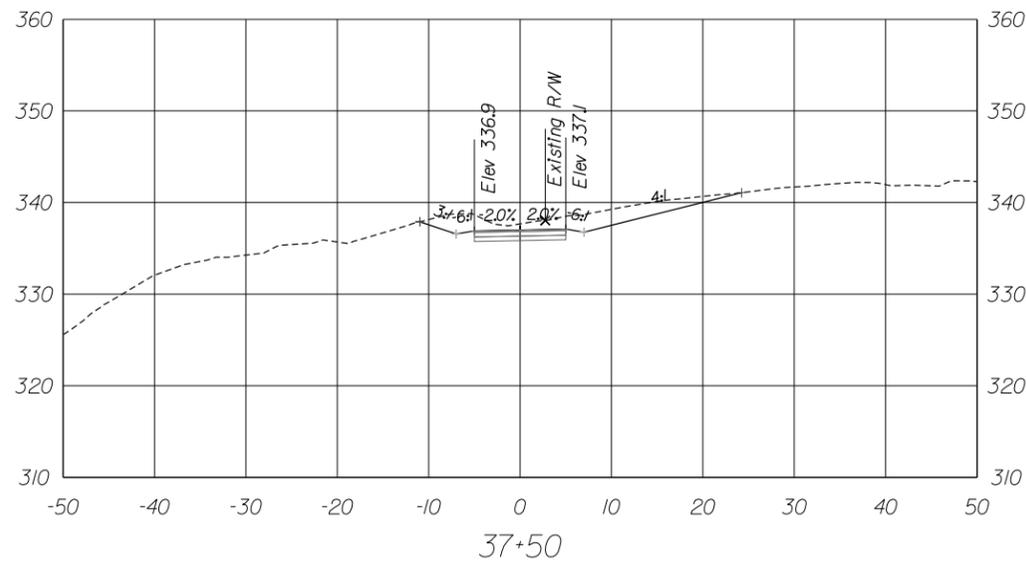
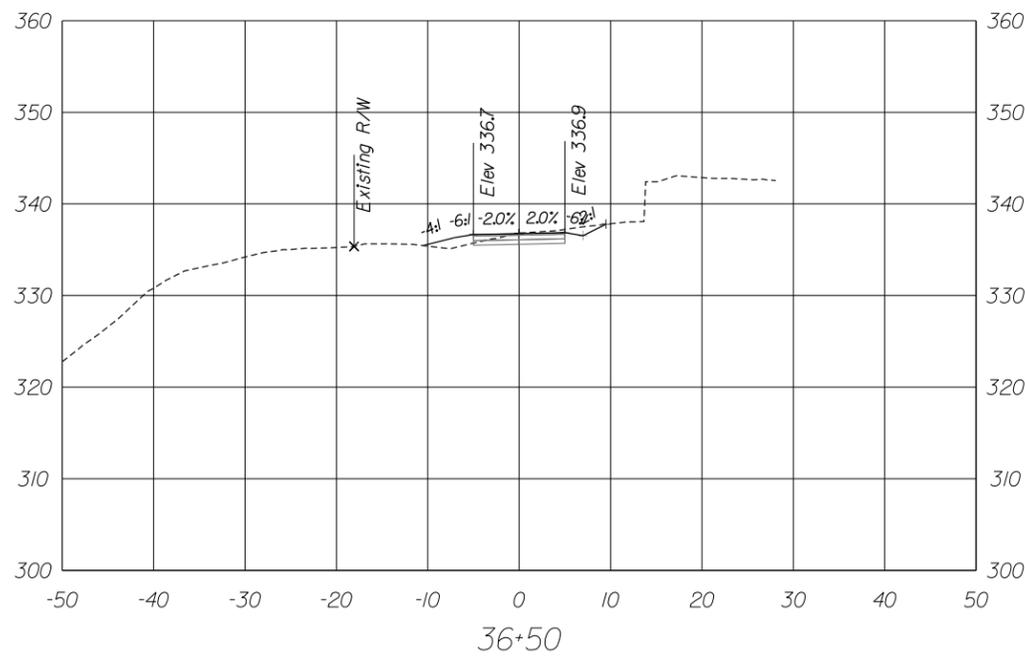
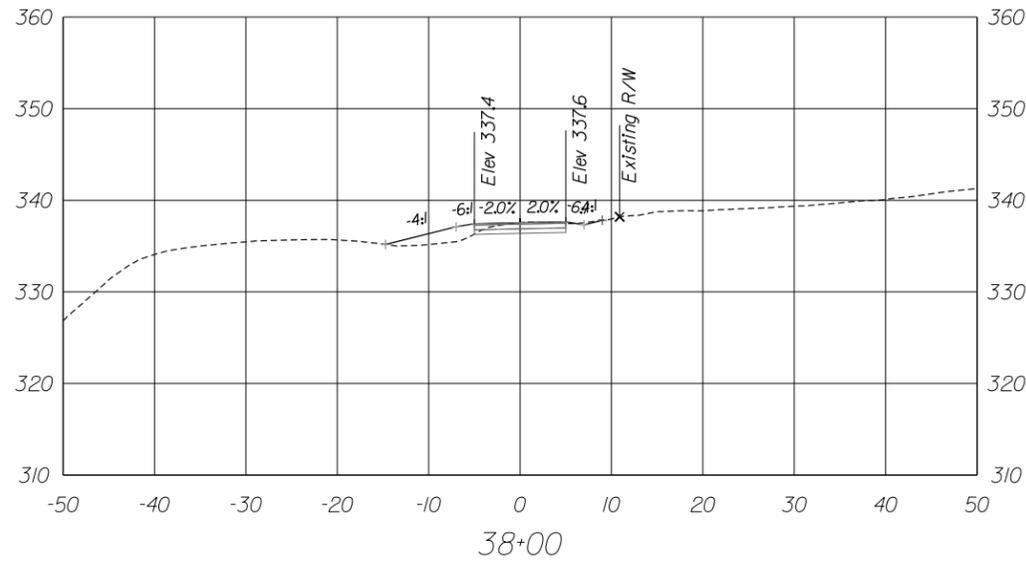
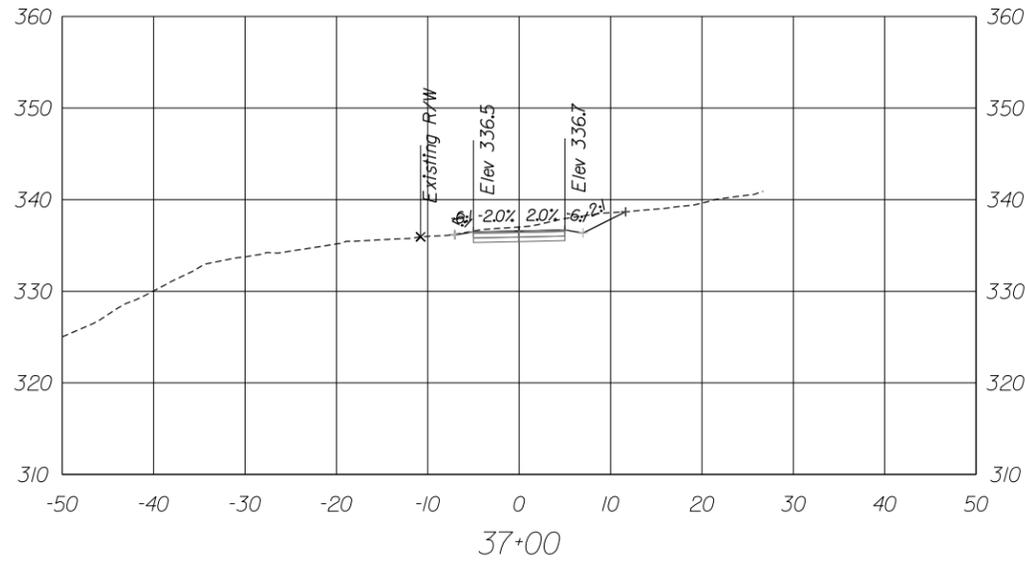
XS-17

CROSS SECTION

Sta34+50 To Sta36+00

BY: \$USER\$

PLOTTED: 04/16/2020



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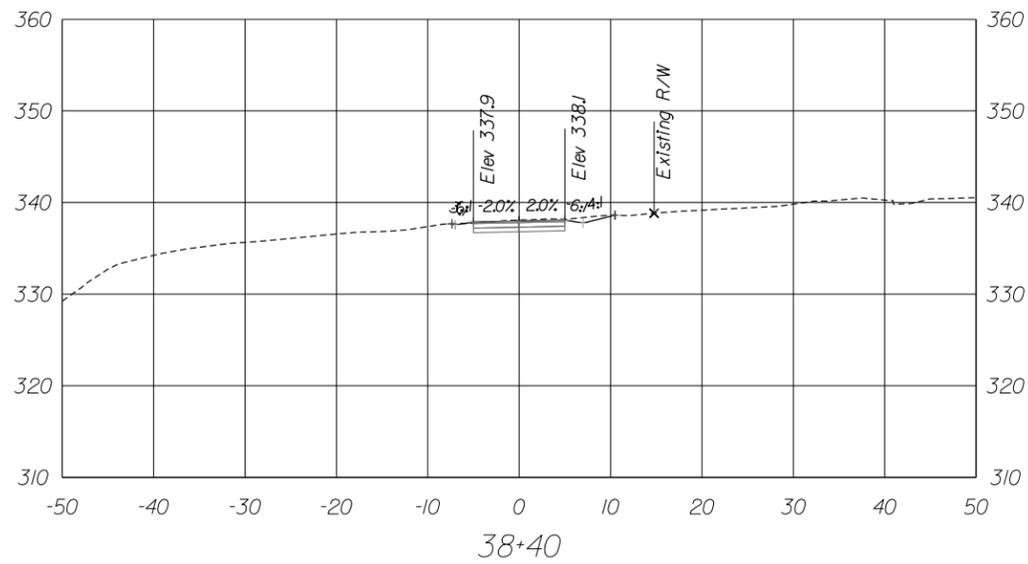
XS-18

CROSS SECTION

Sta 36+50 To Sta 38+00

BY: \$USER\$

PLOTTED: 04/15/2020



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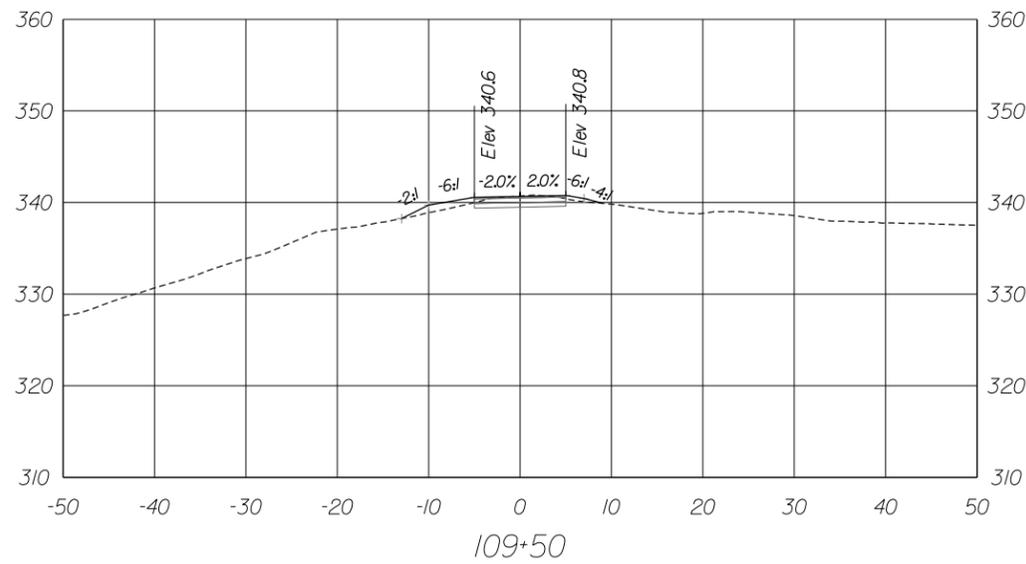
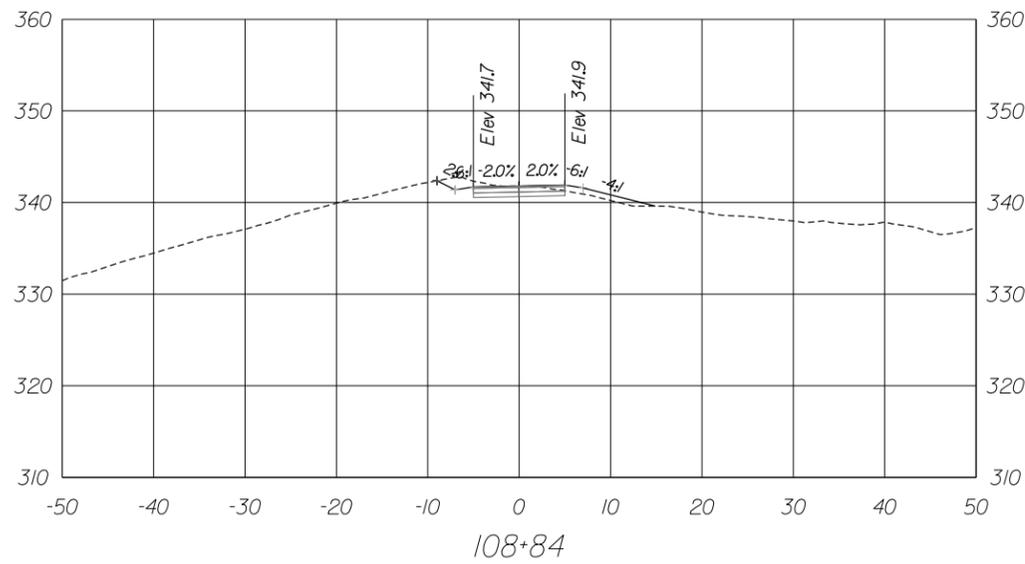
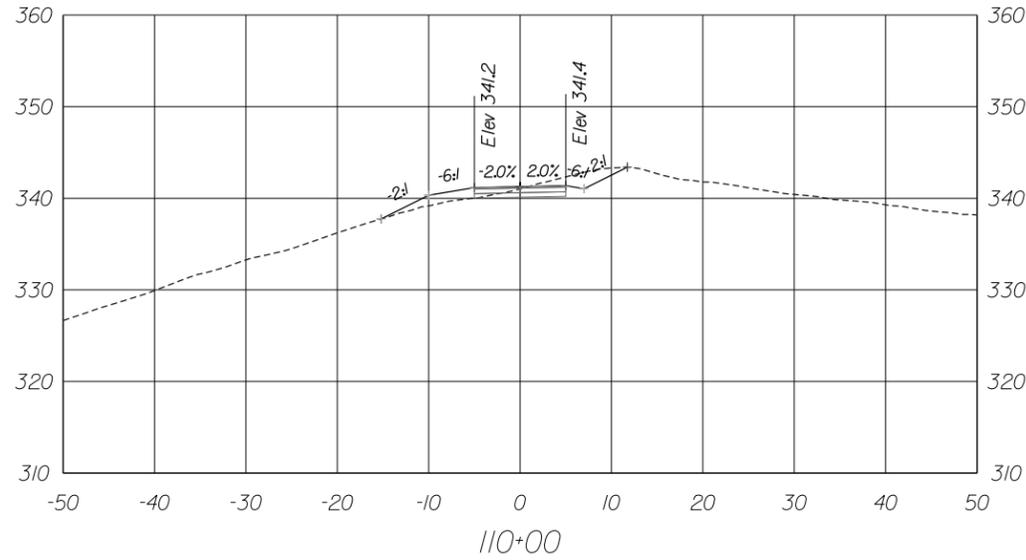
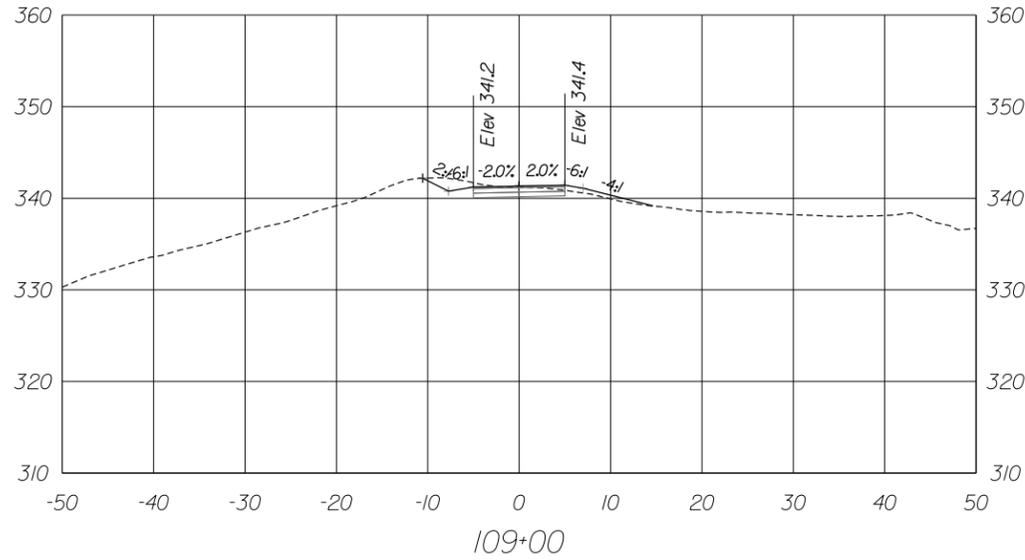
XS-19

CROSS SECTION

Sta38+40 To Sta38+40

BY: \$USER\$NAME\$

PLOTTED: 04/15/2020



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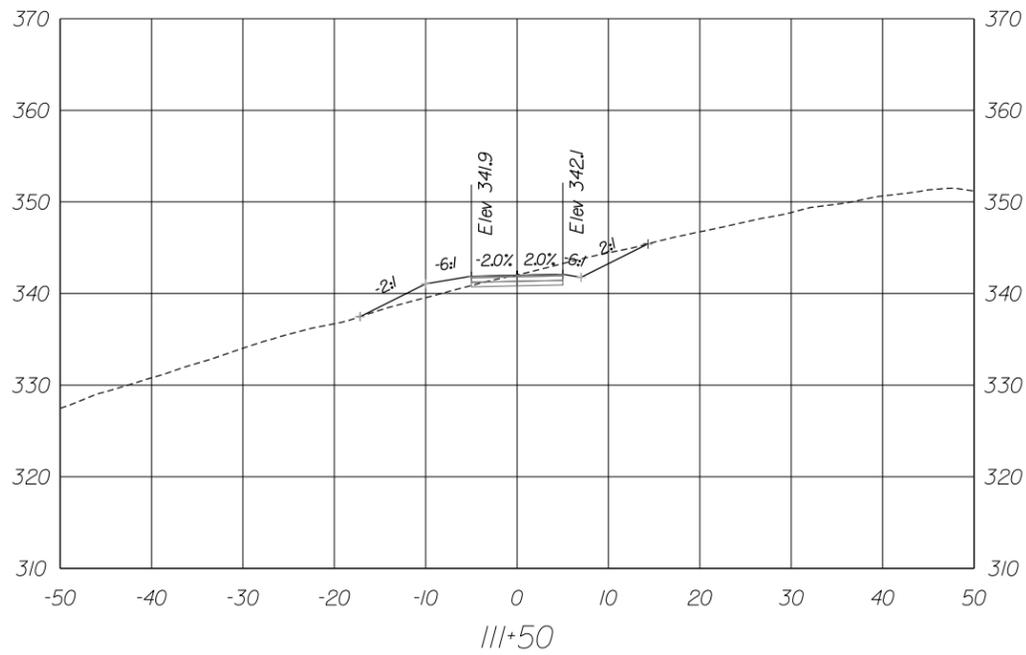
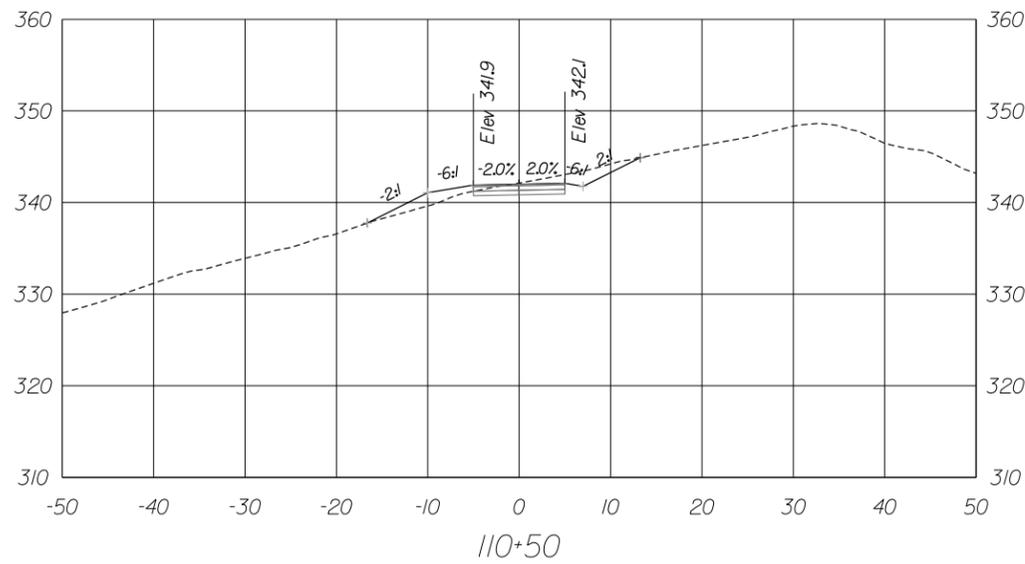
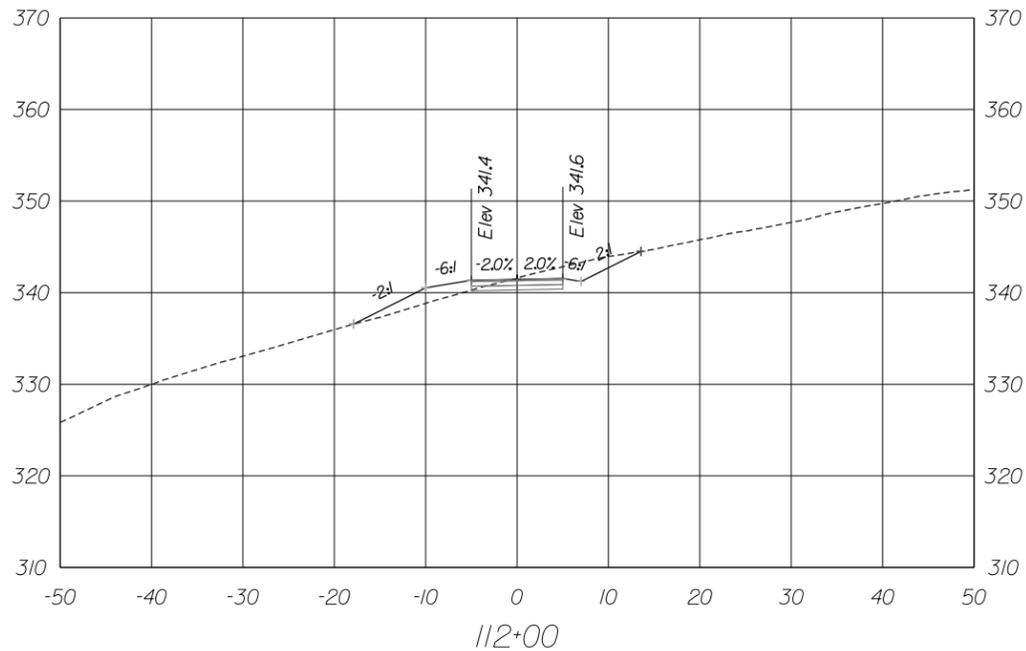
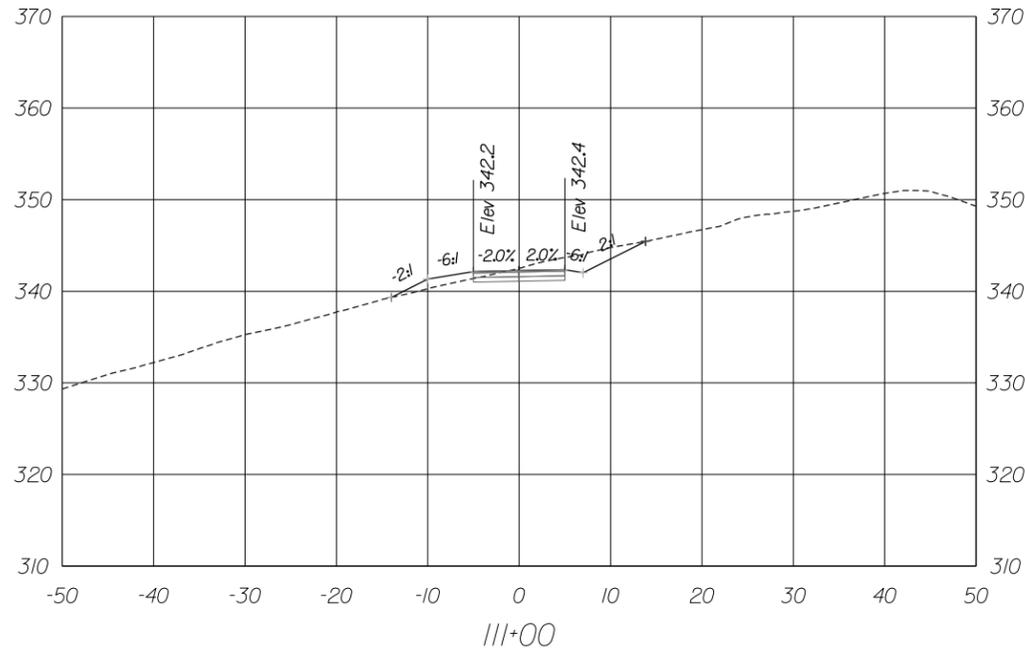
XS-20

CROSS SECTION

Sta108+84 To Sta110+00

BY: \$USER\$

PLOTTED: 04/15/2020



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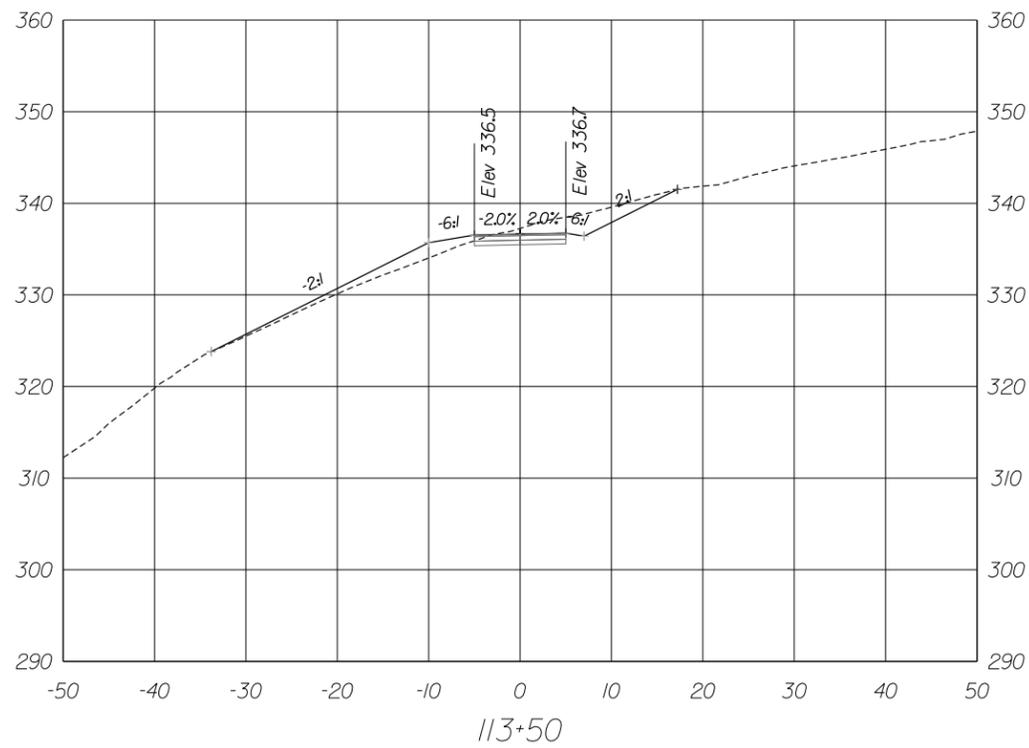
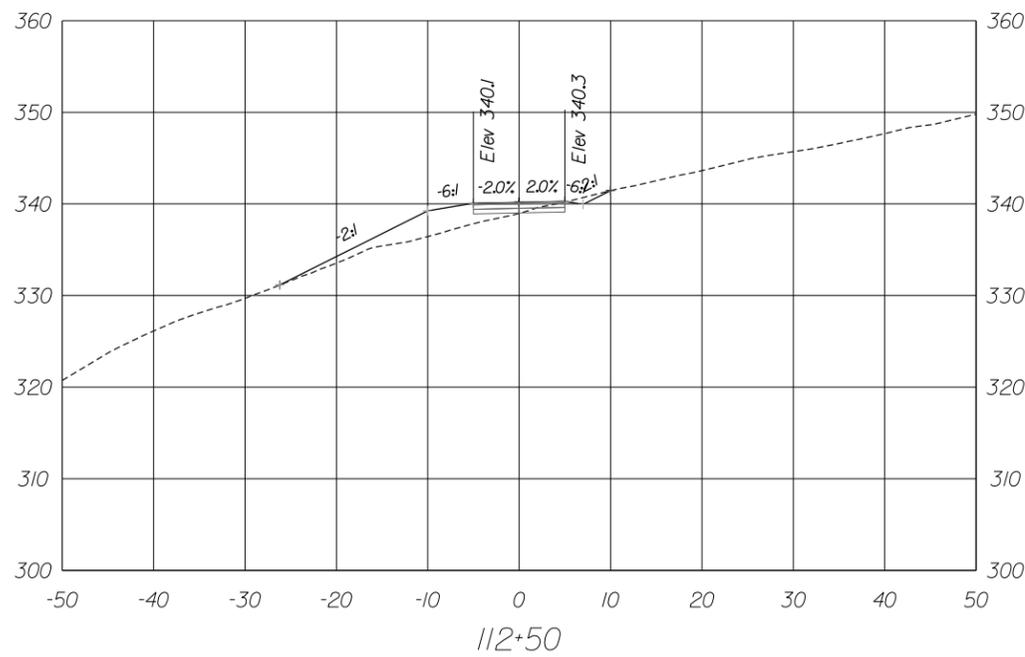
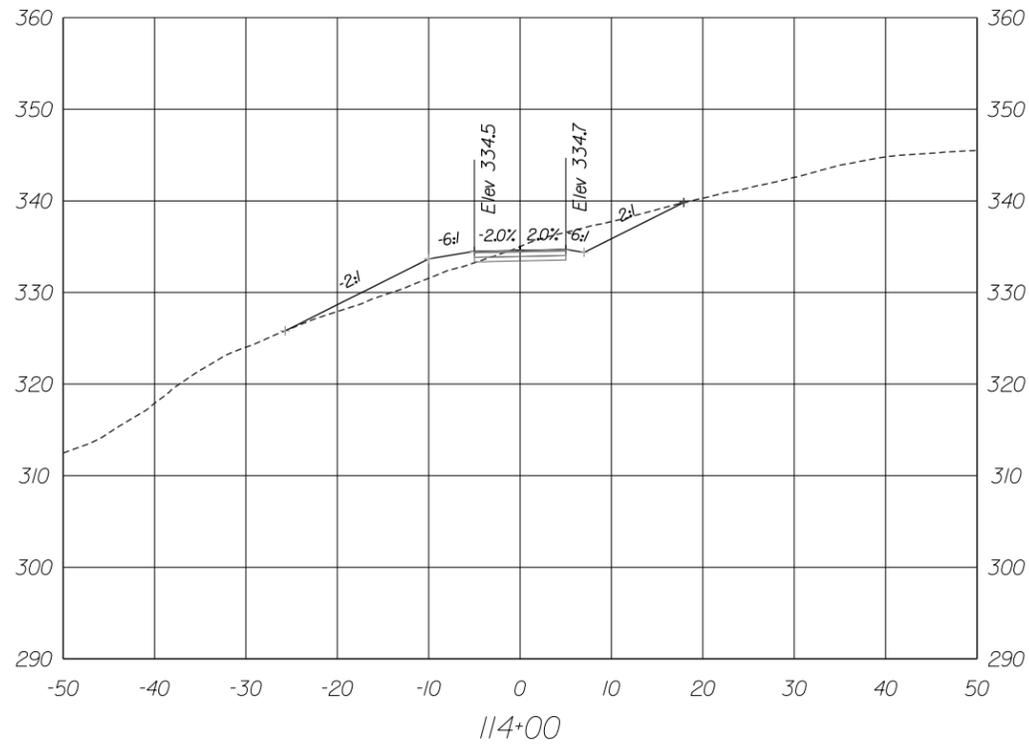
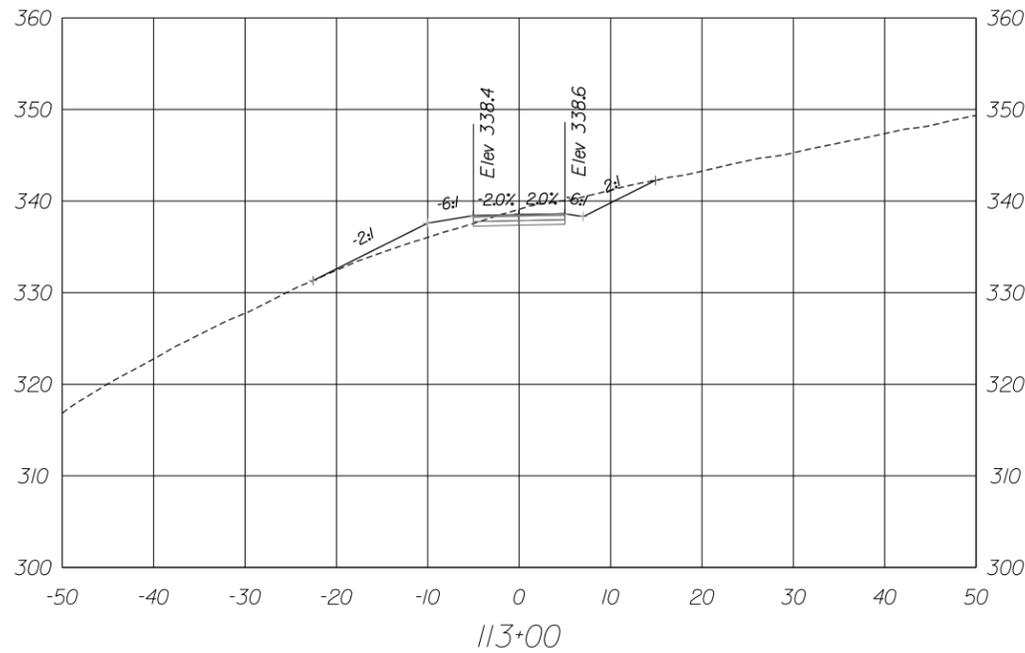
XS-21

CROSS SECTION

Stall0+50 To Stall2+00

BY: \$USER\$

PLOTTED: 04/15/2020



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 GEORGE T. SNYDER TRAIL

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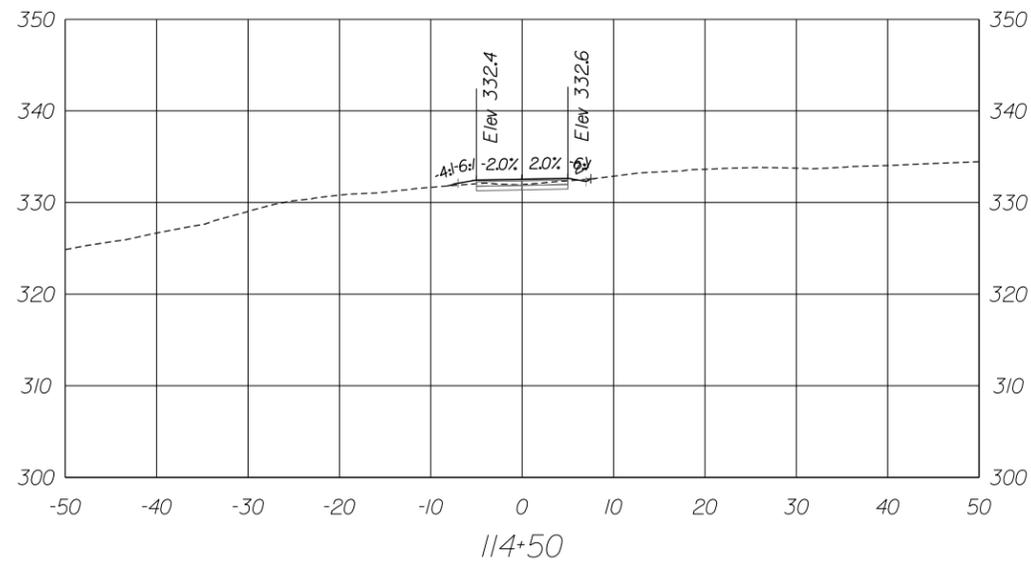
XS-22

CROSS SECTION

Stall2+50 To Stall4+00

BY: \$USER\$

PLotted: 04/15/2020



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NO.	DESCRIPTION	NAME	DATE
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 CITY OF FAIRFAX
 GEORGE T. SNYDER TRAIL

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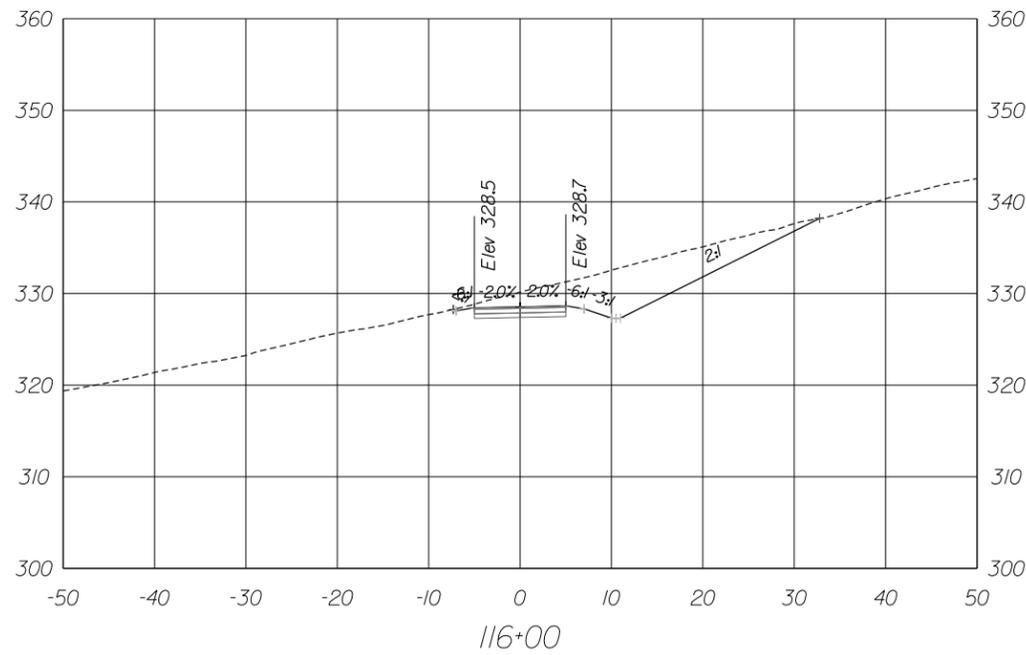
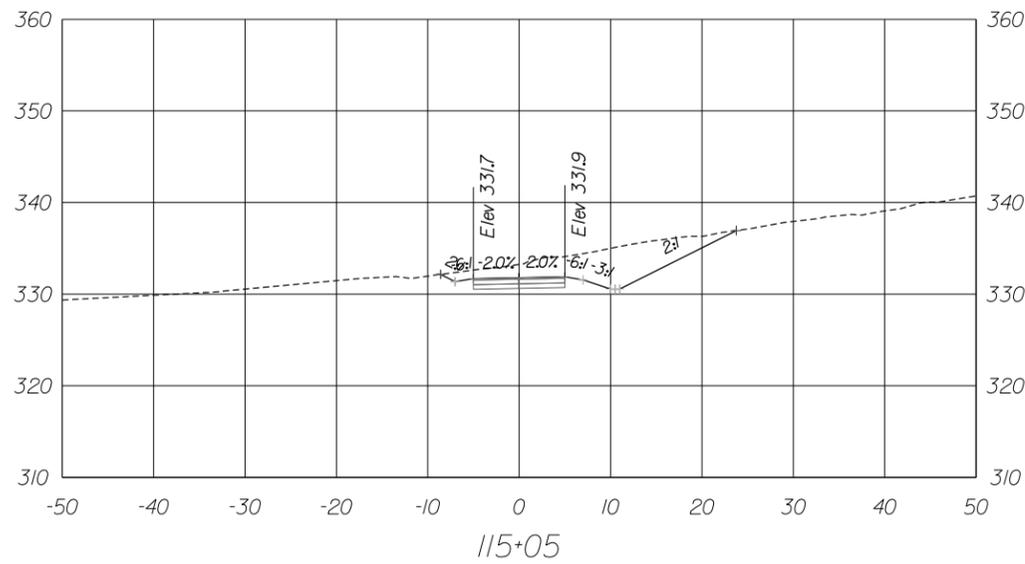
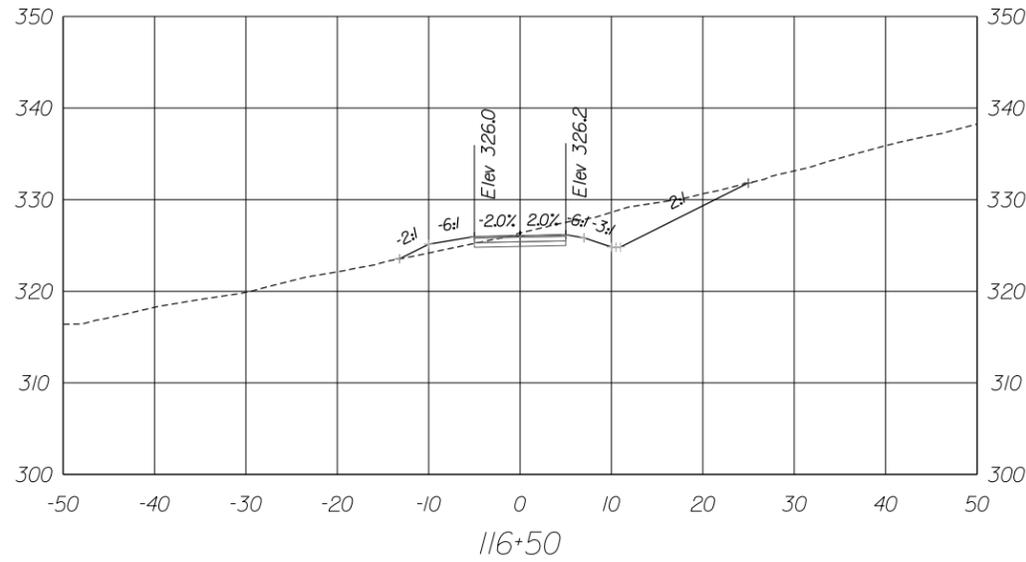
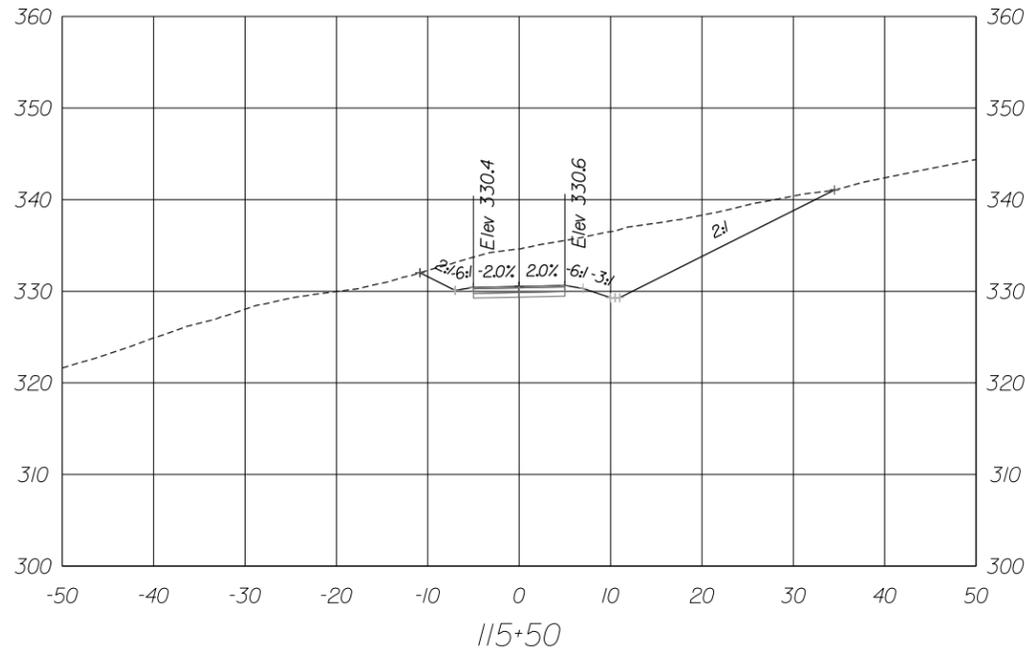
XS-23

CROSS SECTION

Stall4+50 To Stall4+50

BY: \$USER\$

PLotted: 04/15/2020



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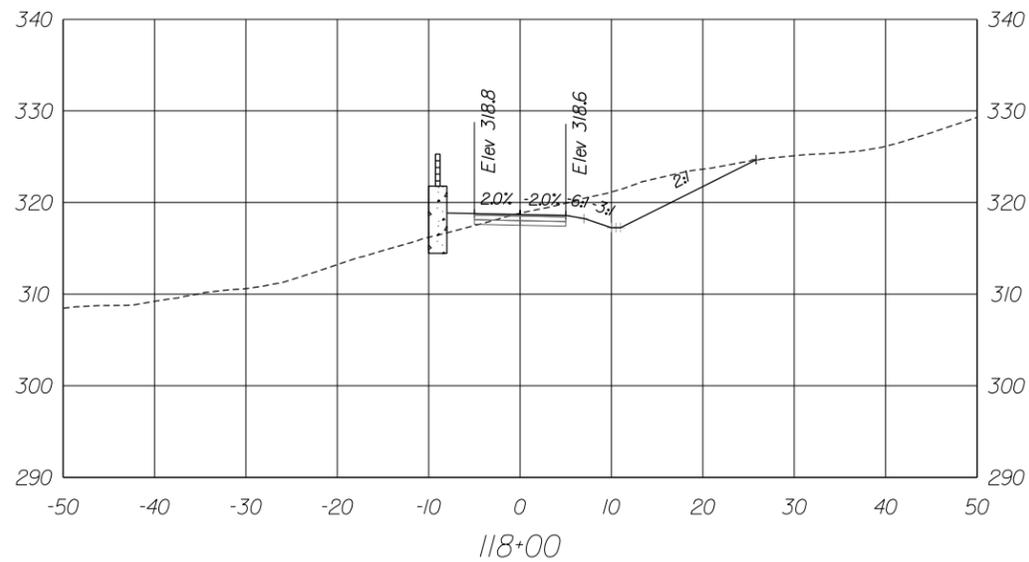
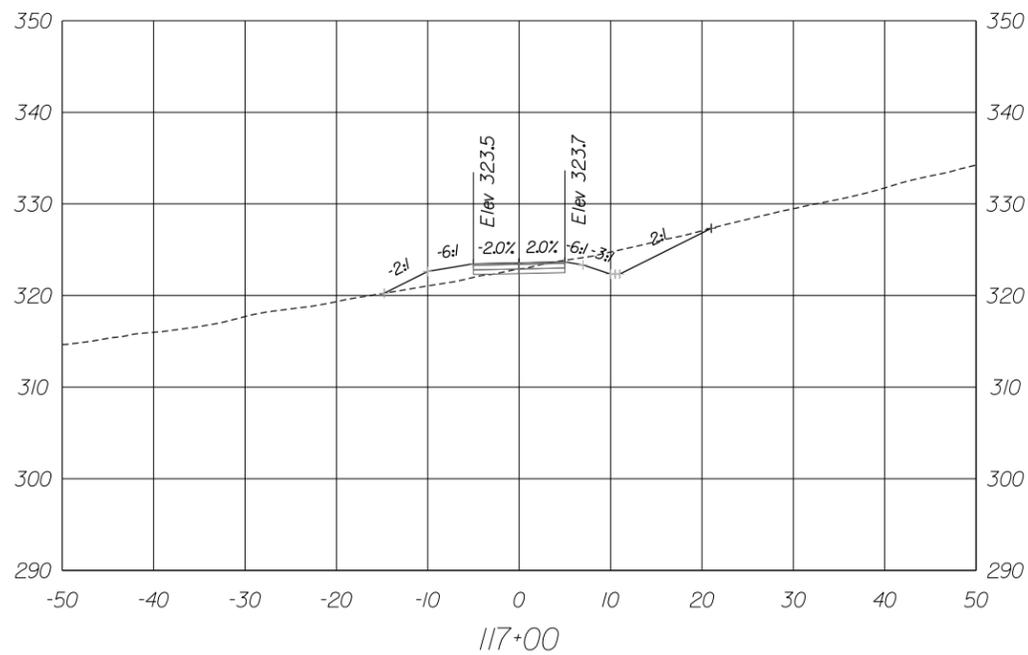
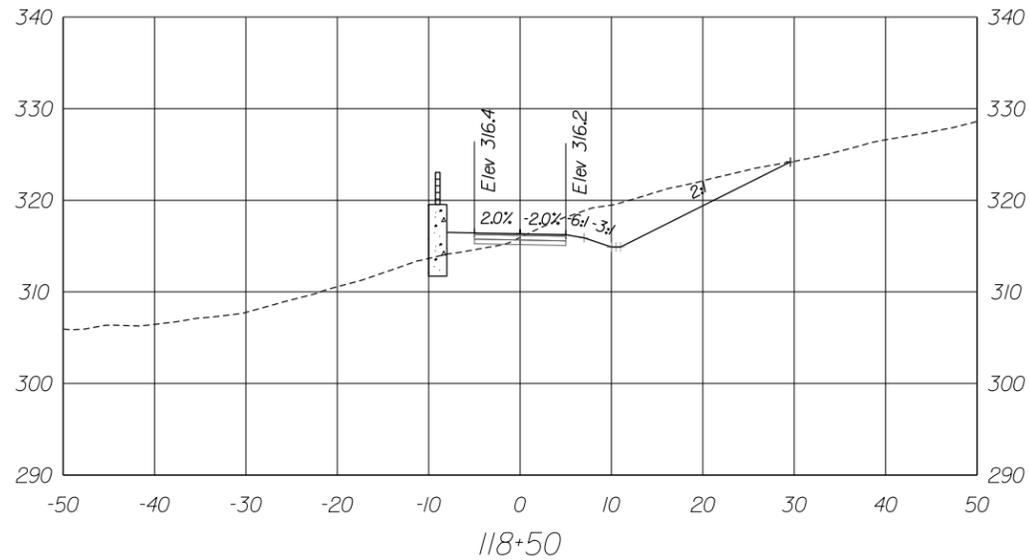
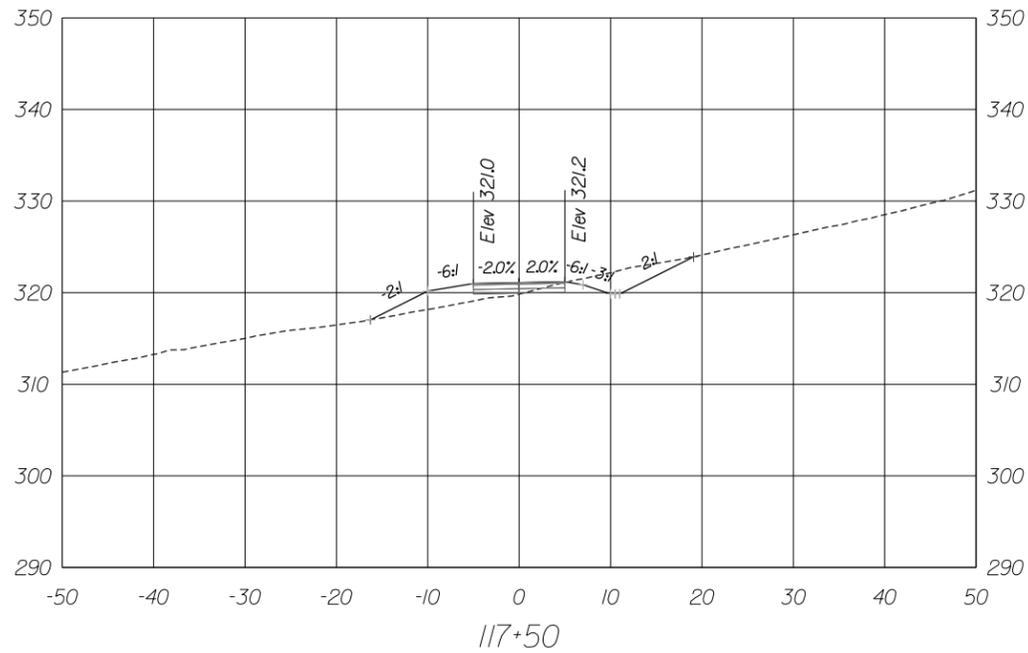
XS-24

CROSS SECTION

Stall 5+05 To Stall 6+50

BY: \$USER\$

PLOTTED: 04/15/2020



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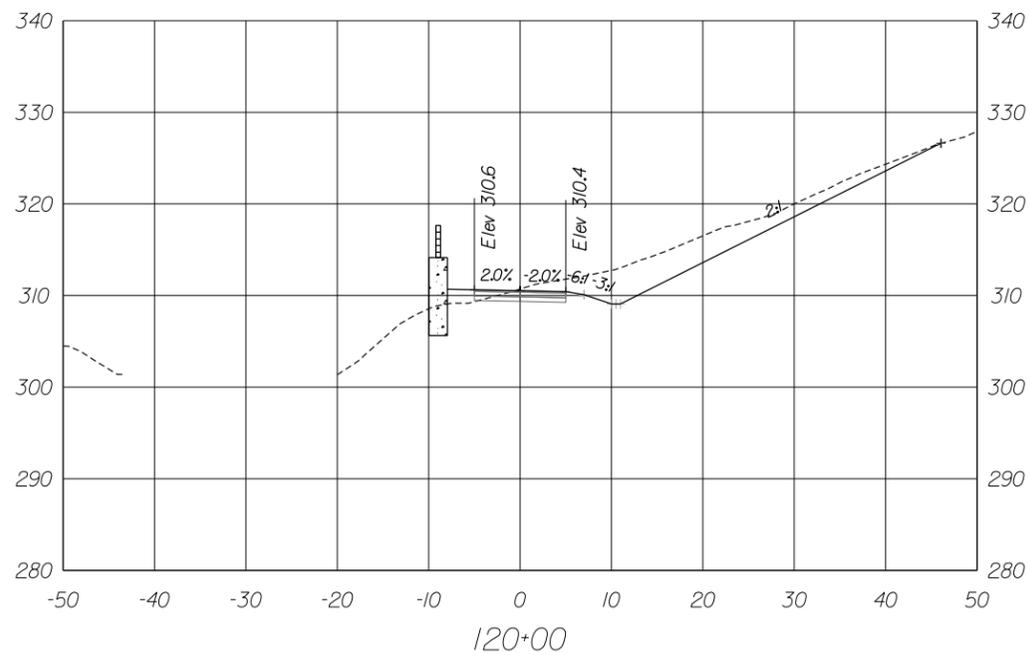
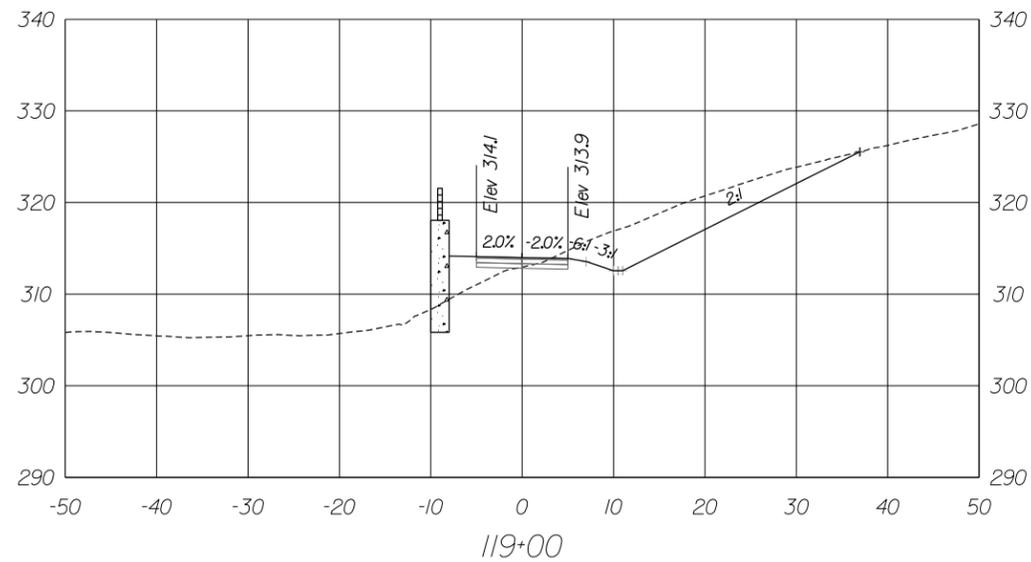
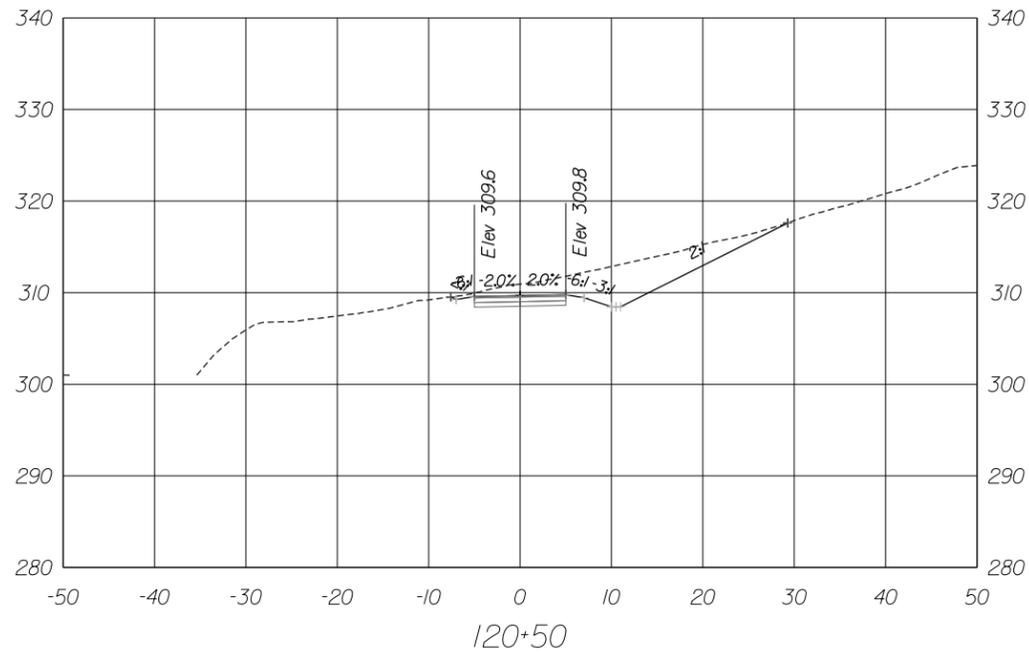
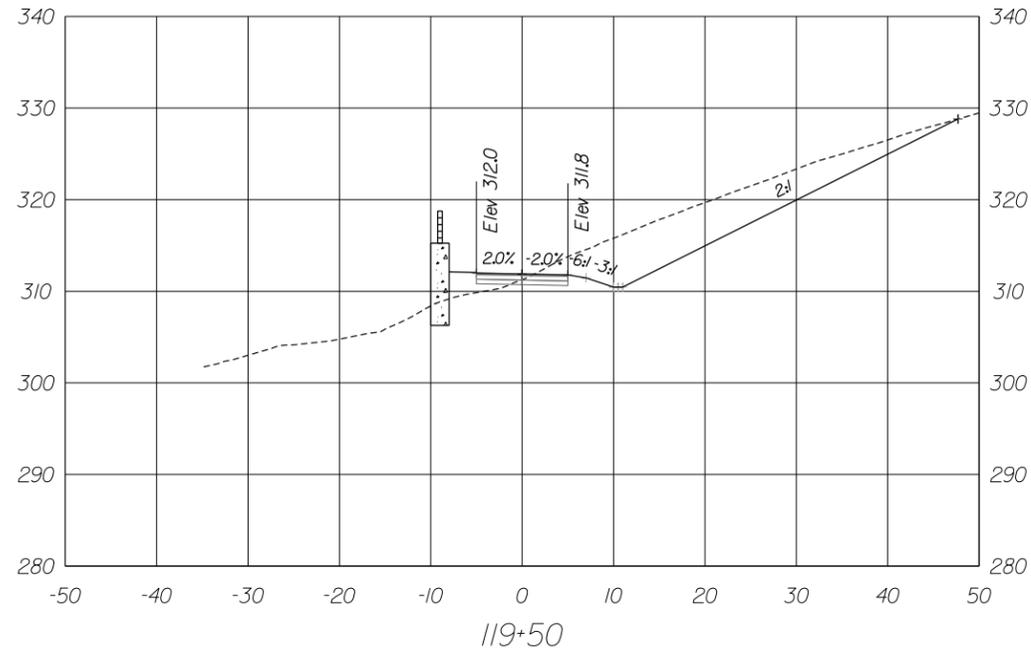
XS-25

CROSS SECTION

Stall 17+00 To Stall 18+50

BY: \$USER\$

PLOTTED: 04/15/2020



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 GEORGE T. SNYDER TRAIL

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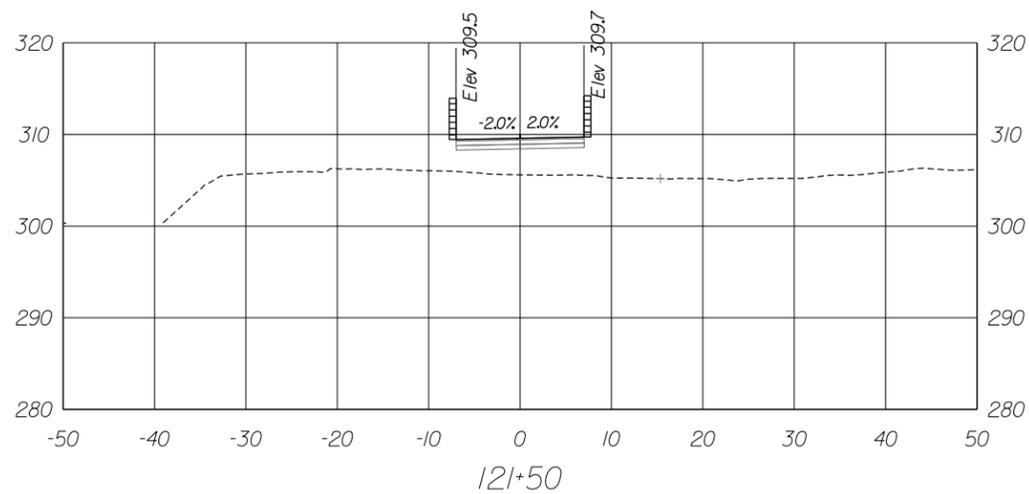
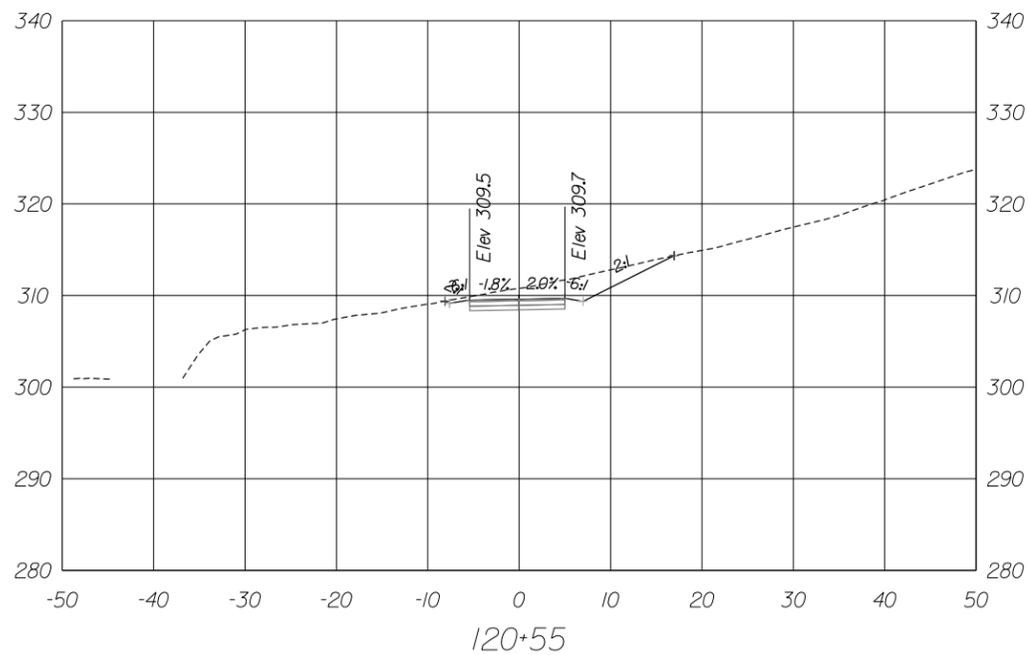
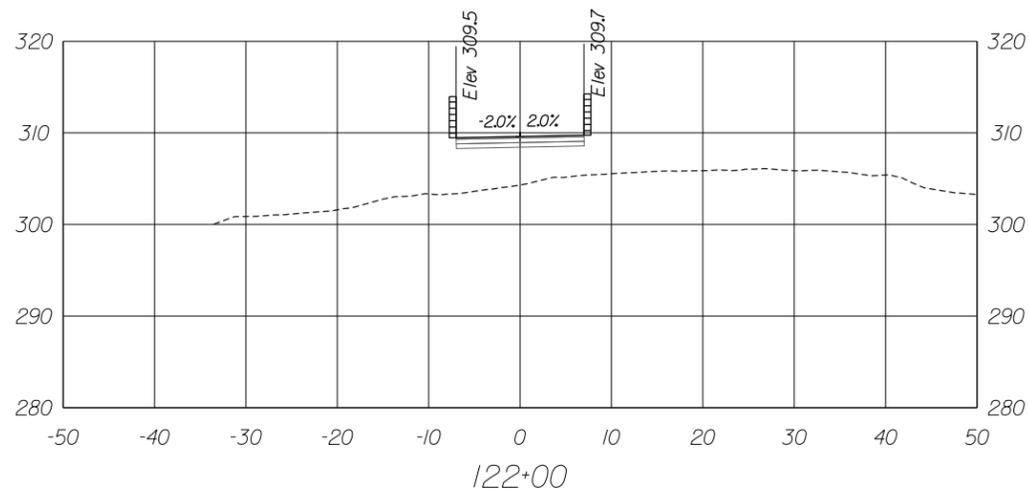
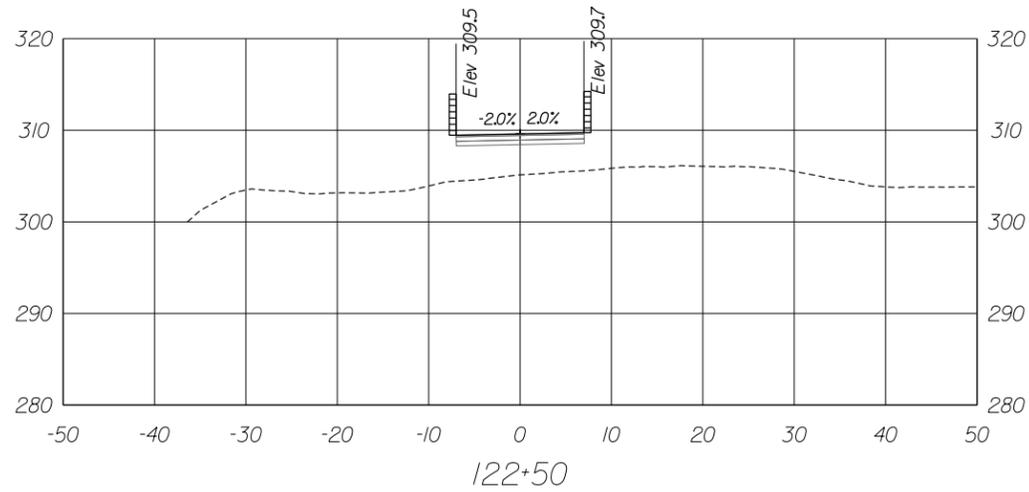
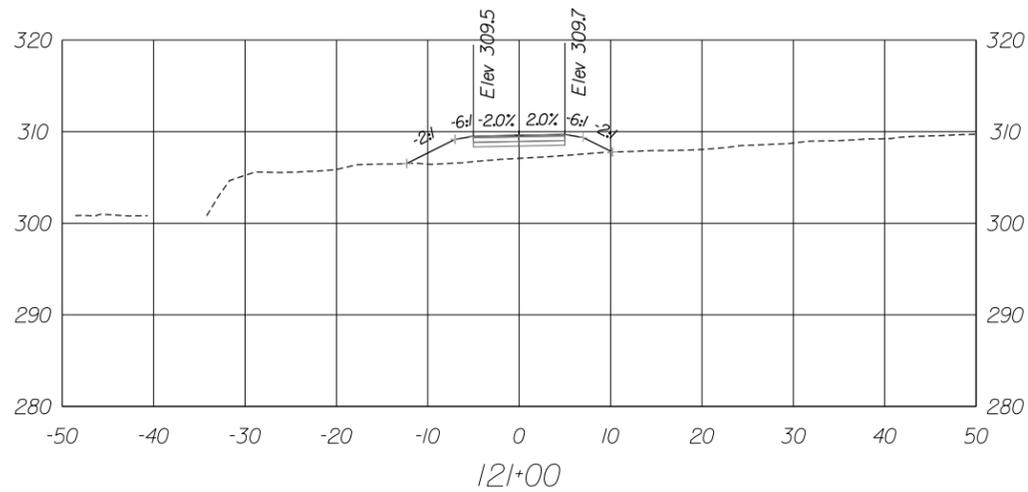
XS-26

CROSS SECTION

Stal19+00 To Stal20+50

BY: \$USERNAME\$

PLOTED: 04/15/2020



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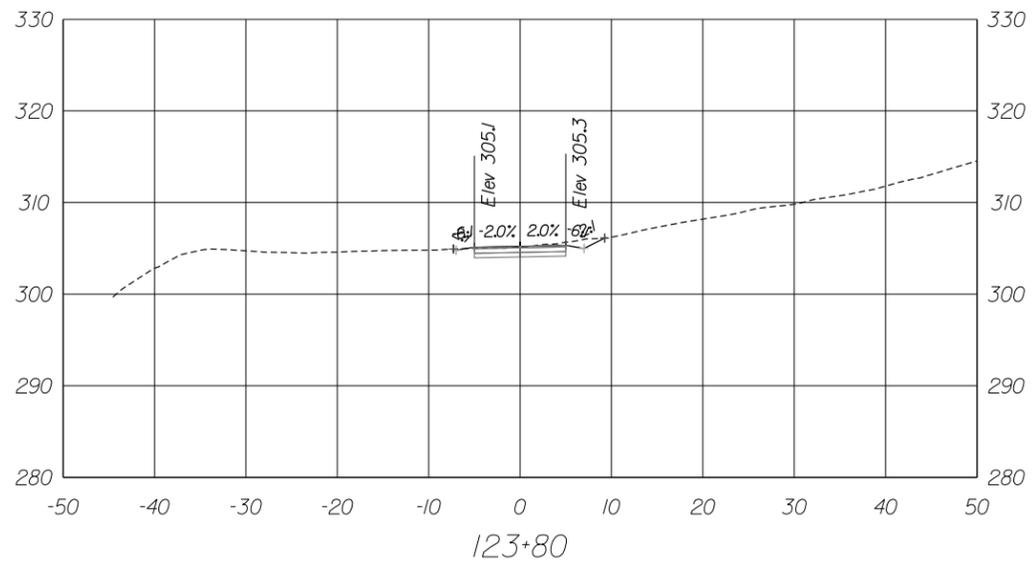
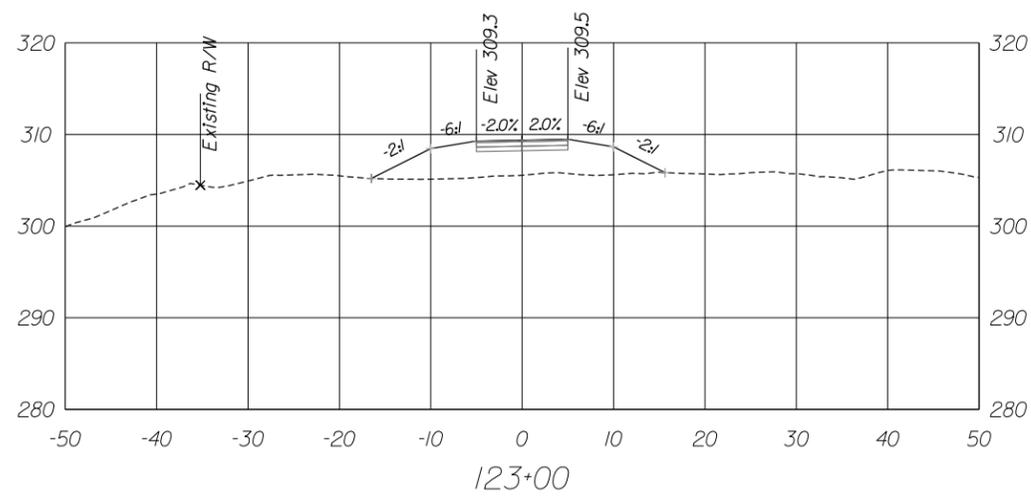
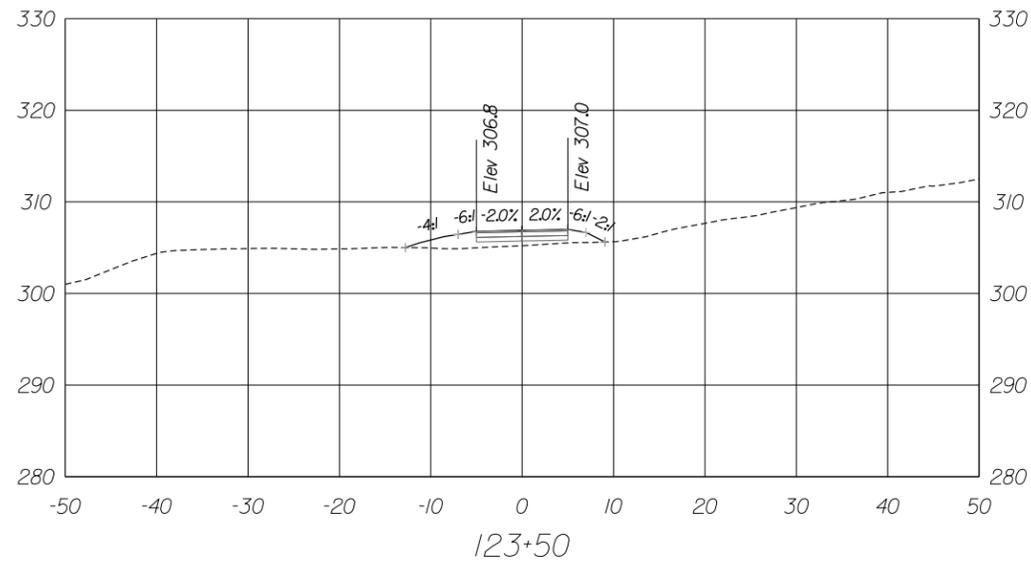
XS-27

CROSS SECTION

Sta120+55 To Sta122+50

BY: \$USER\$NAME\$

PLOTTED: 04/21/2020



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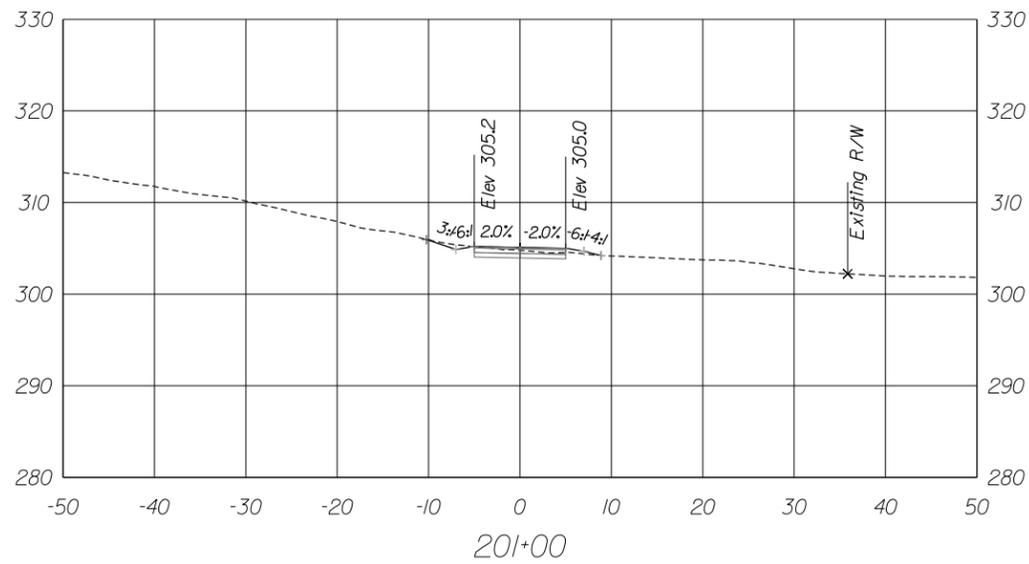
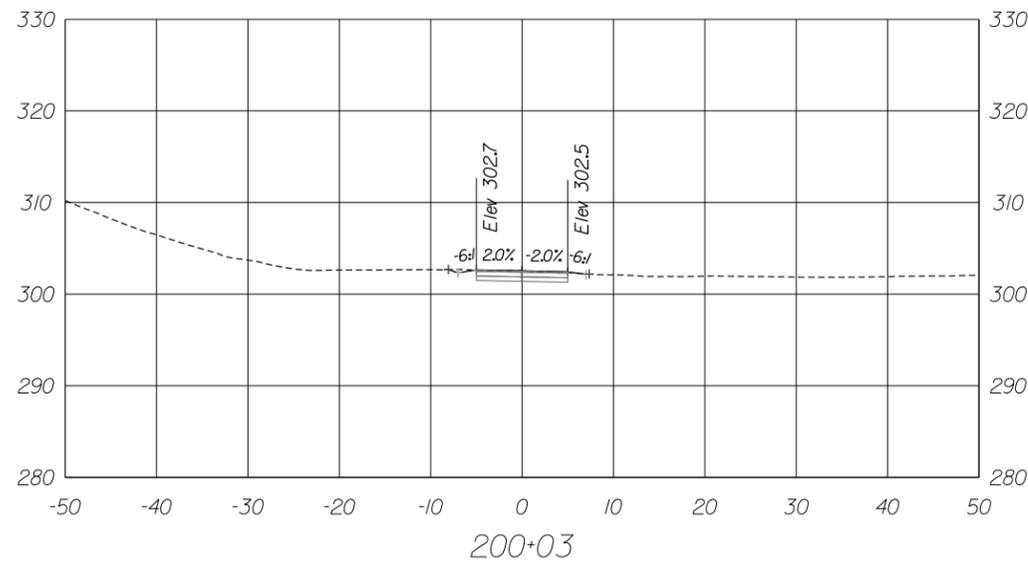
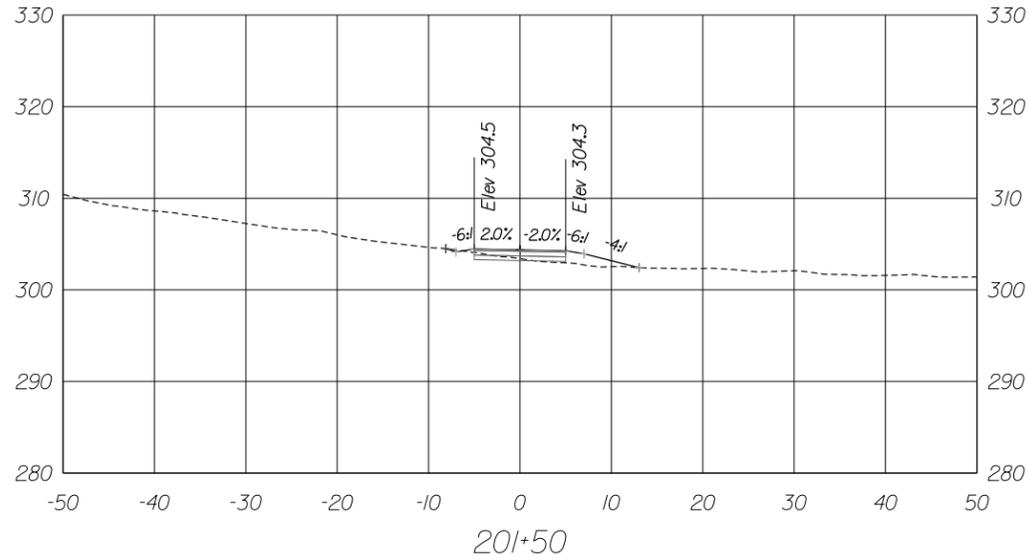
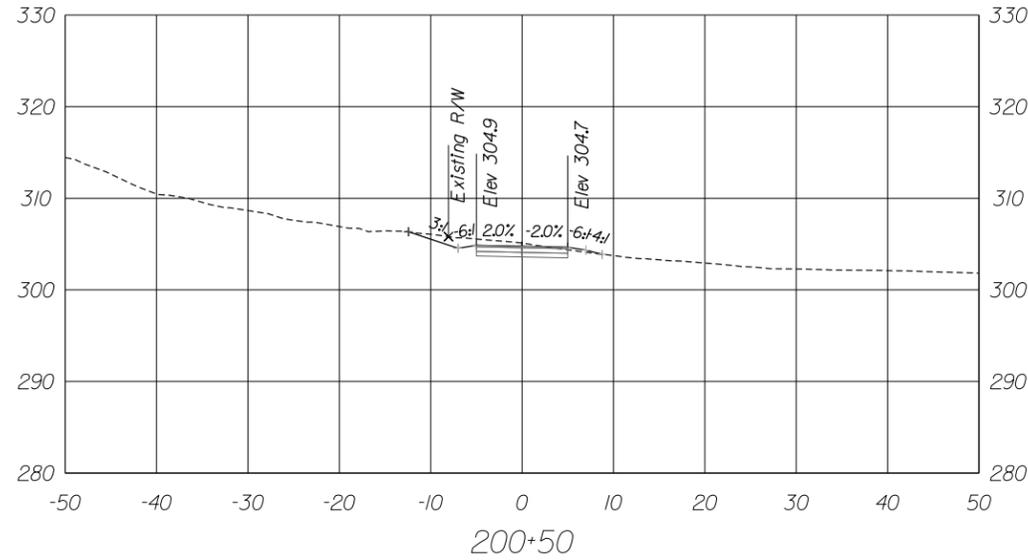
XS-28

CROSS SECTION

Sta123+00 To Sta123+80

BY: \$USER\$

PLOTTED: 04/15/2020



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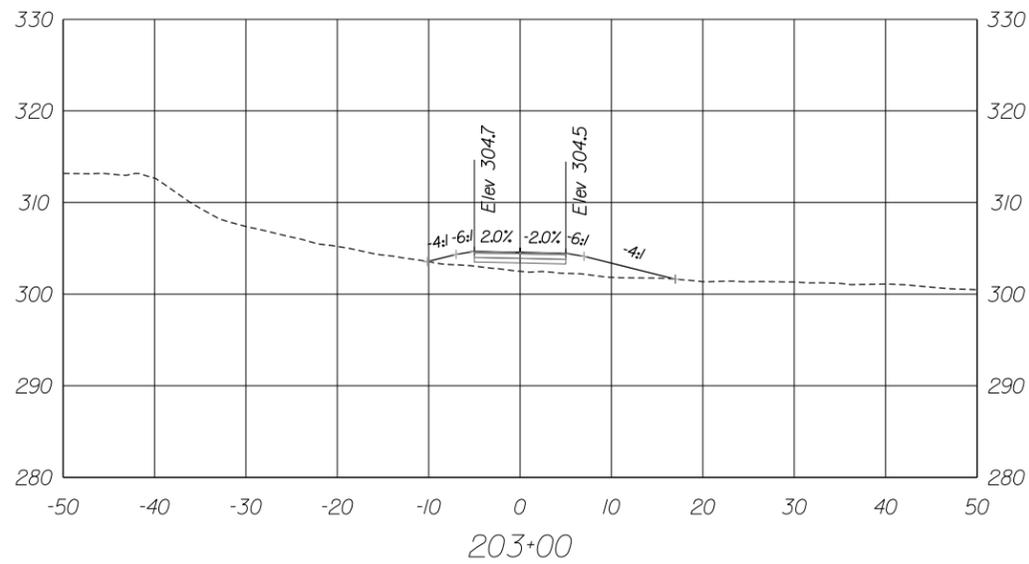
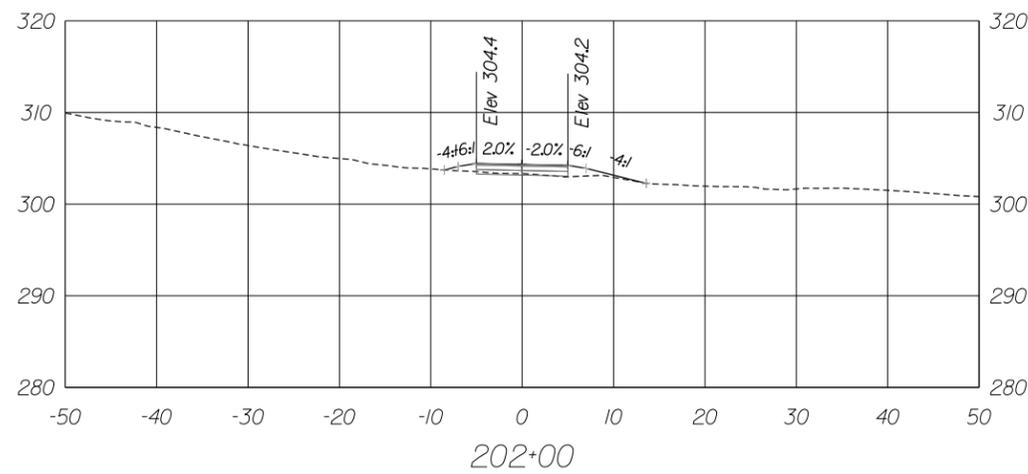
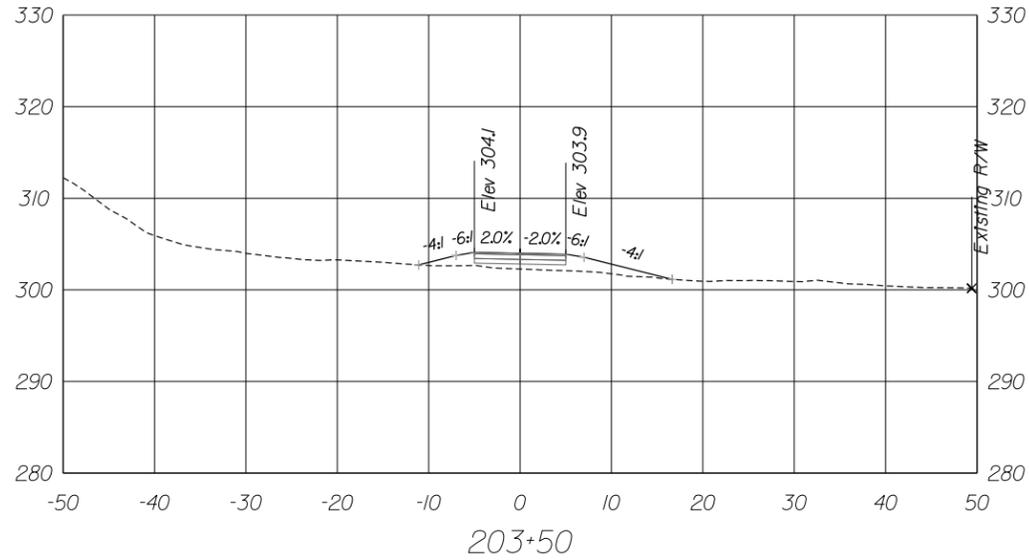
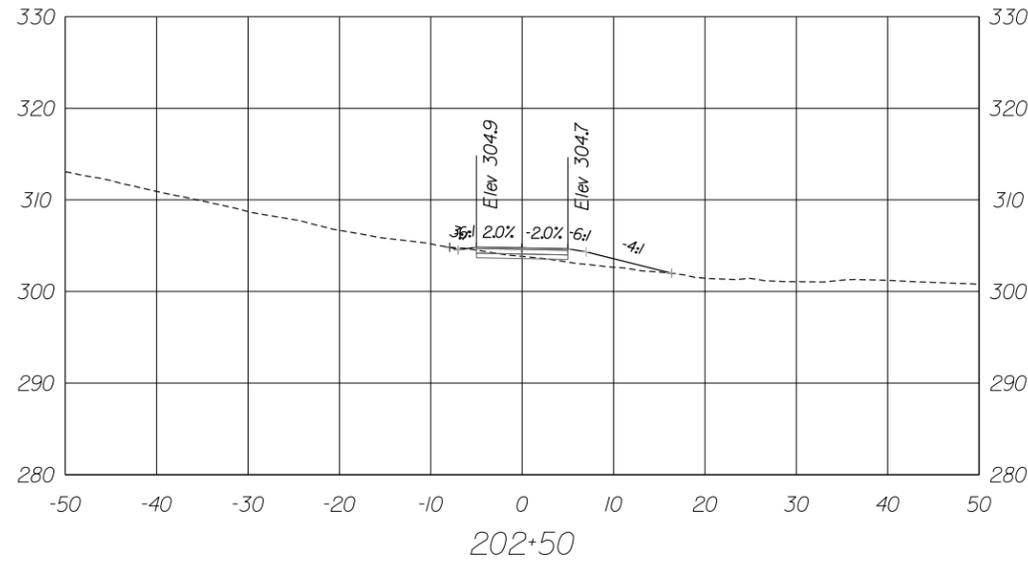
XS-29

CROSS SECTION

Sta 200+03 To Sta 201+50

BY: \$USER\$

PLOTTED: 04/15/2020



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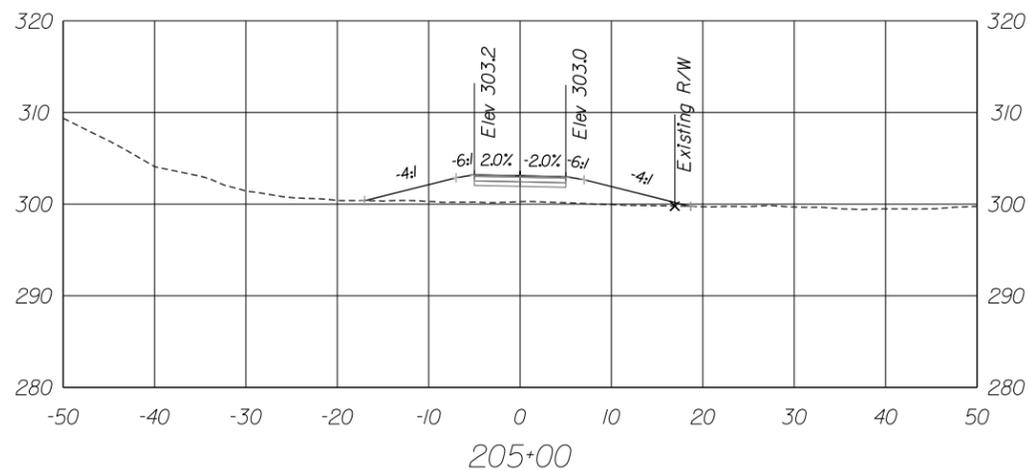
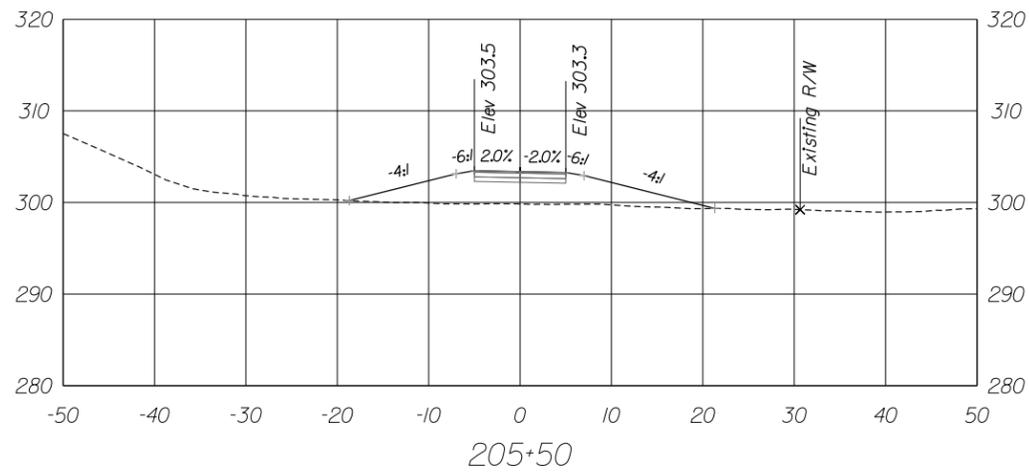
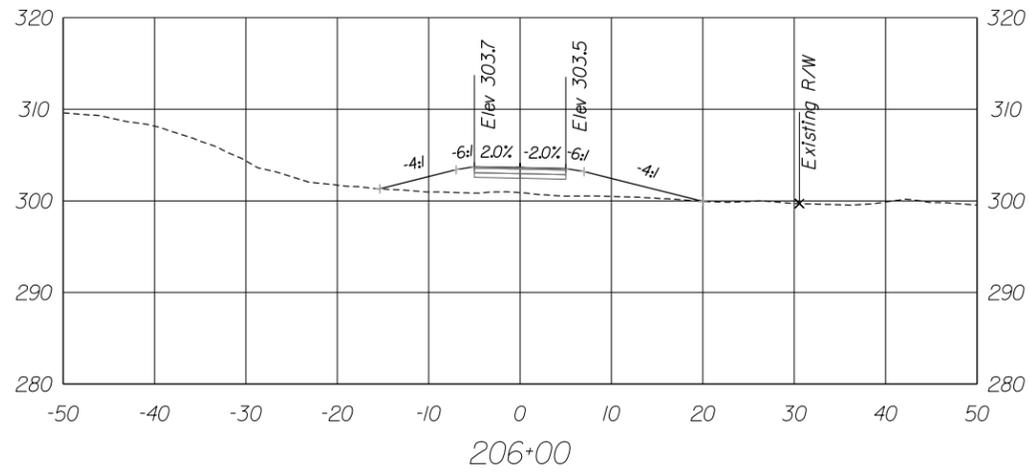
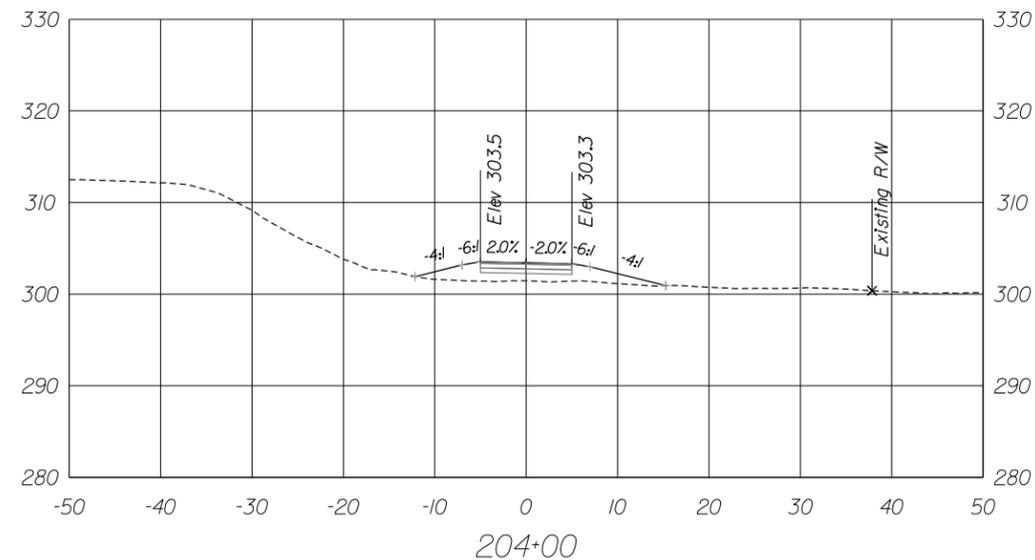
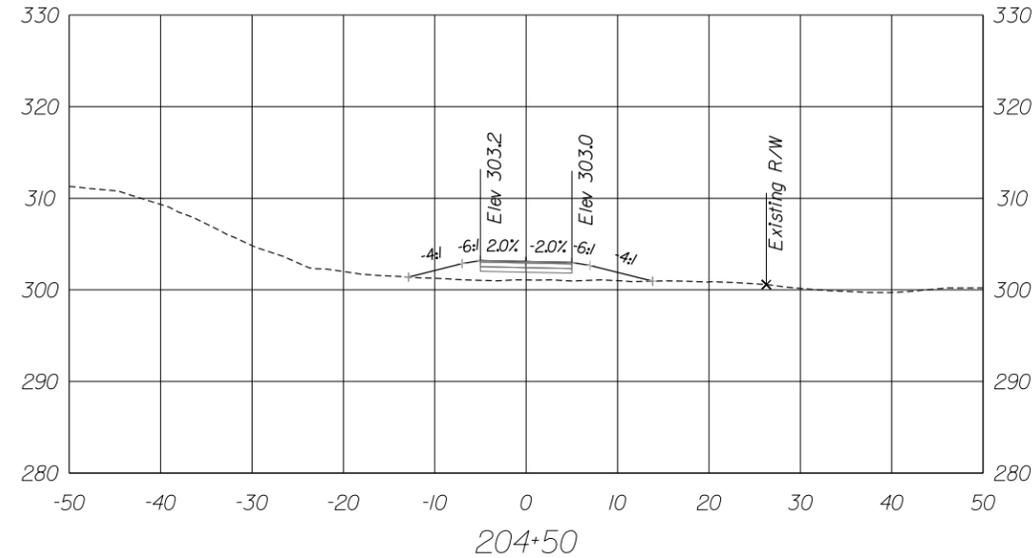
XS-30

CROSS SECTION

Sta 202+00 To Sta 203+50

BY: \$USER\$NAME\$

PLotted: 04/15/2020



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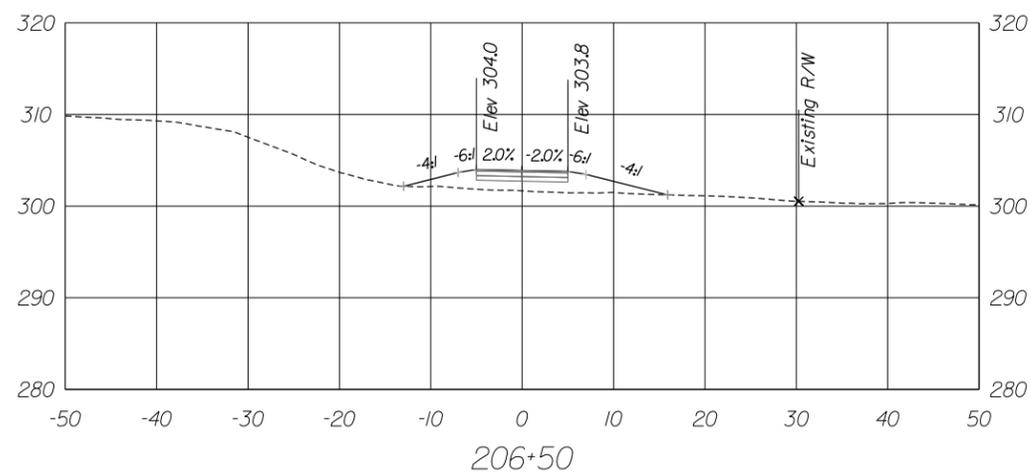
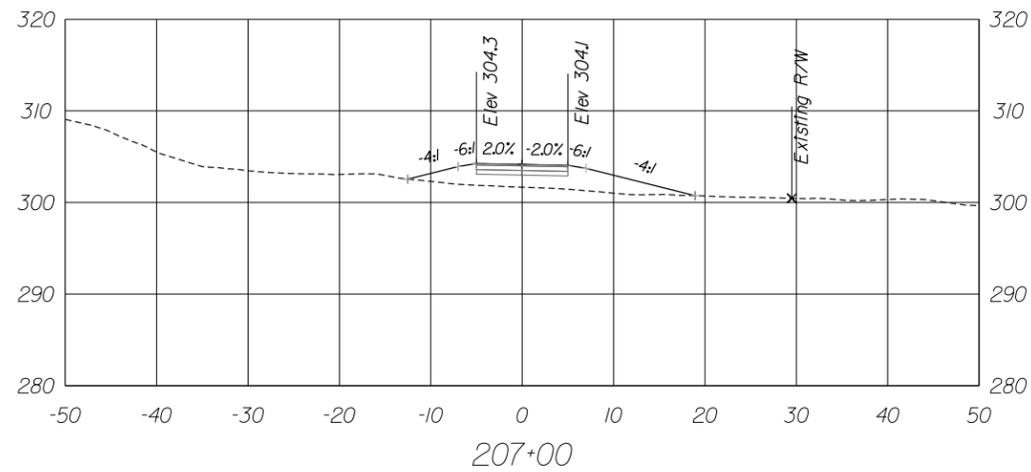
XS-31

CROSS SECTION

Sta 204+00 To Sta 206+00

BY: \$USER\$

PLotted: 04/15/2020



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 GEORGE T. SNYDER TRAIL

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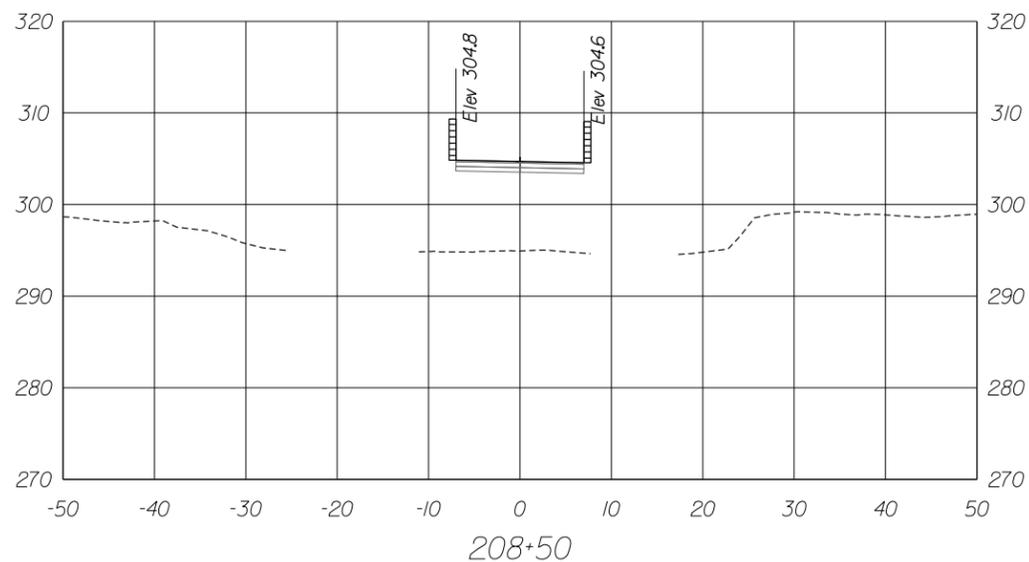
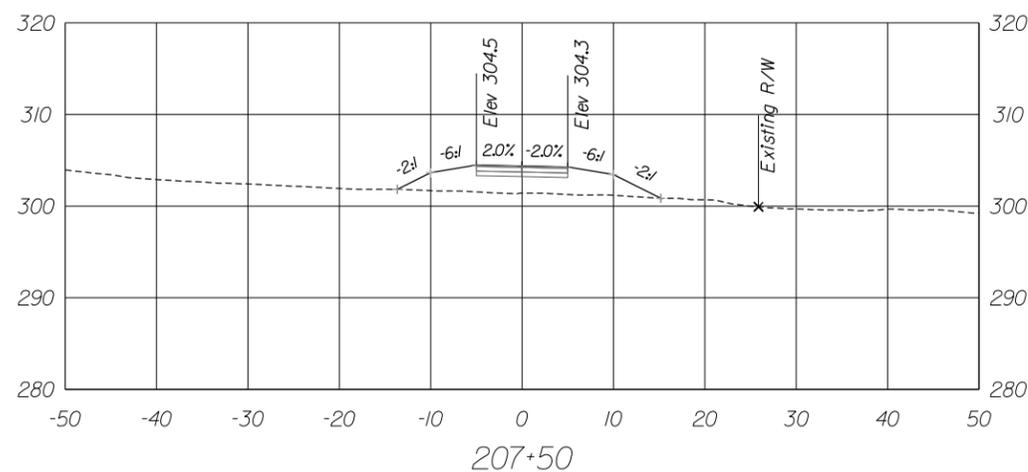
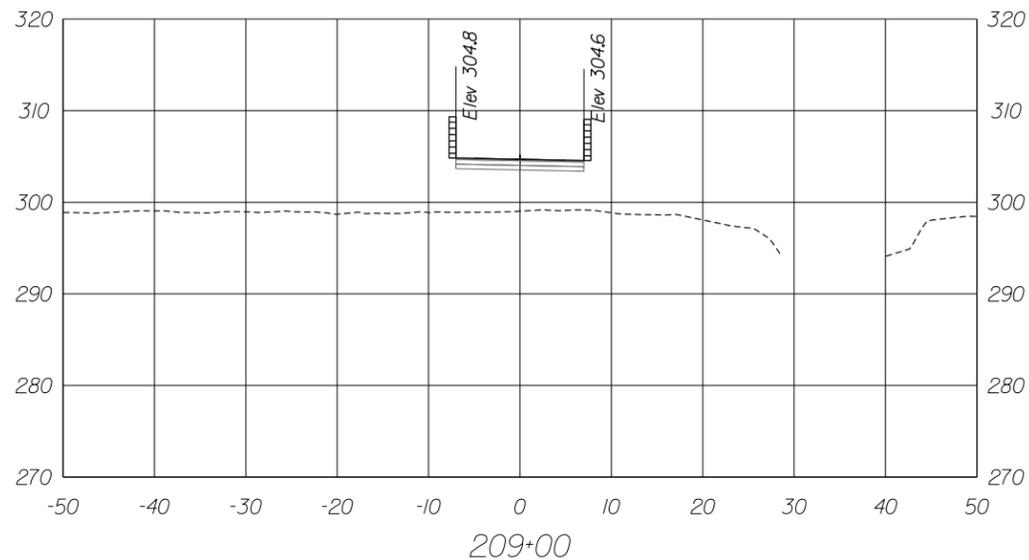
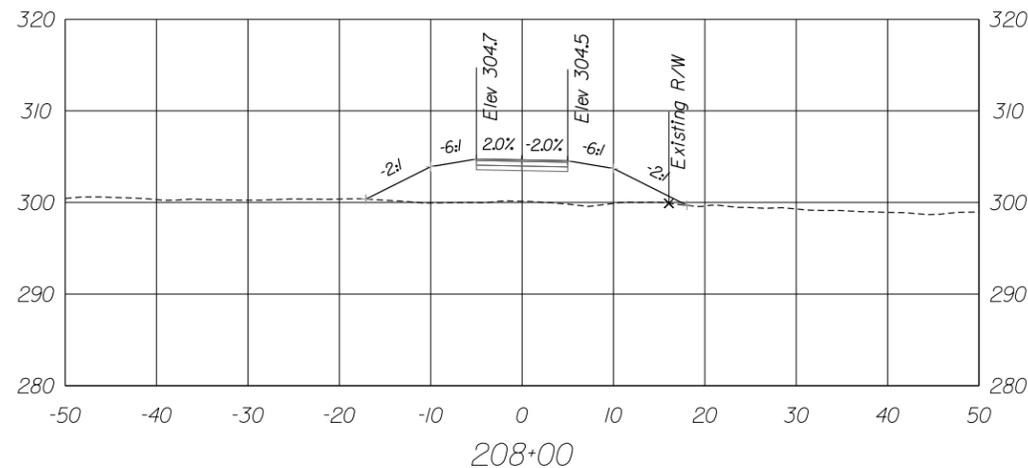
XS-32

CROSS SECTION

Sta 206+50 To Sta 207+00

BY: \$USER\$NAME\$

PLotted: 04/17/2020



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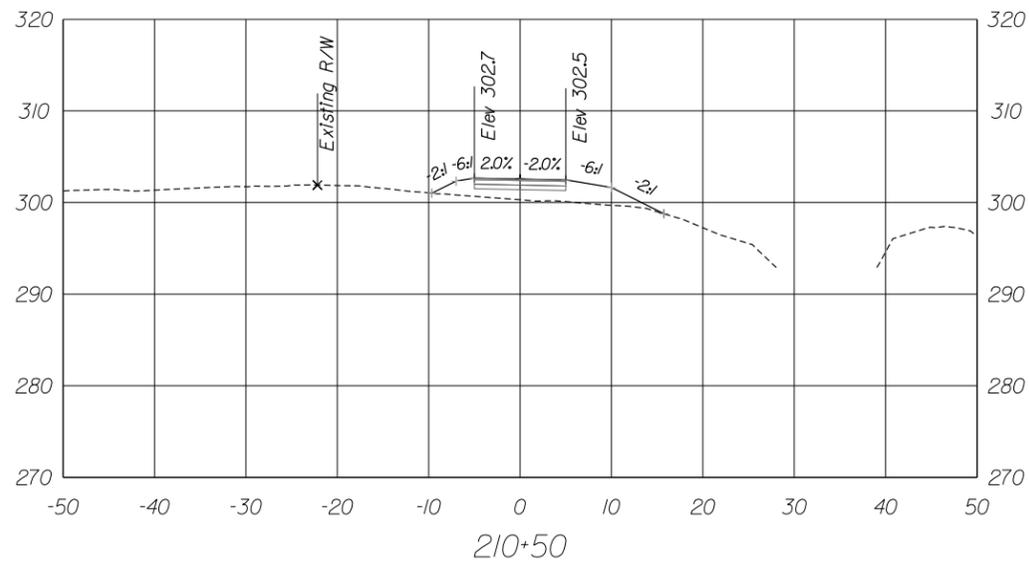
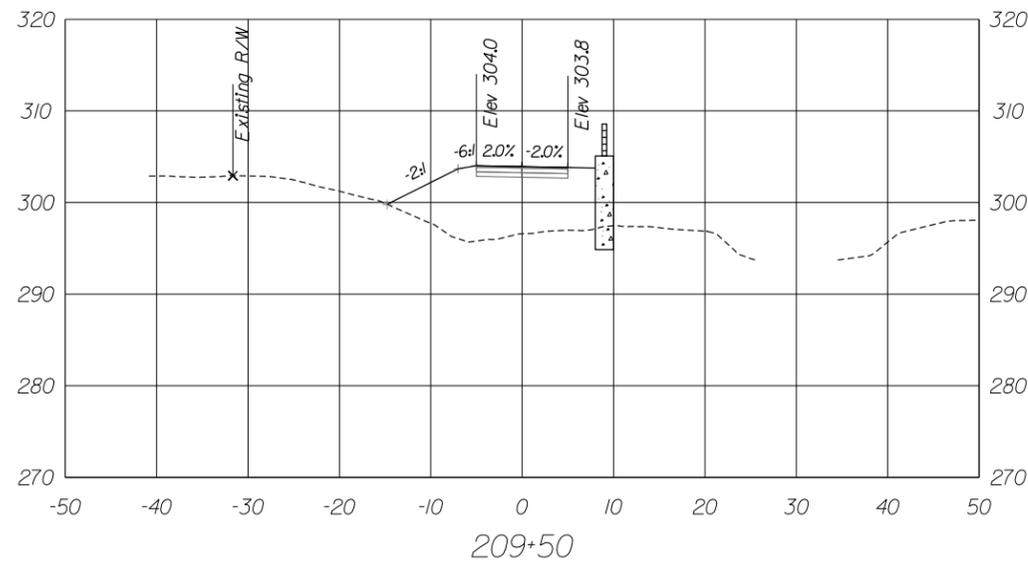
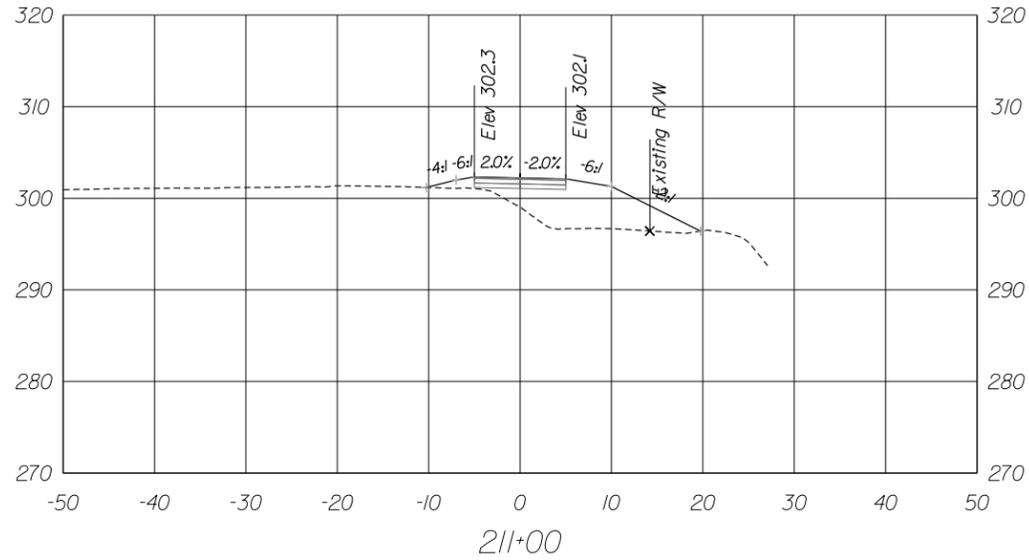
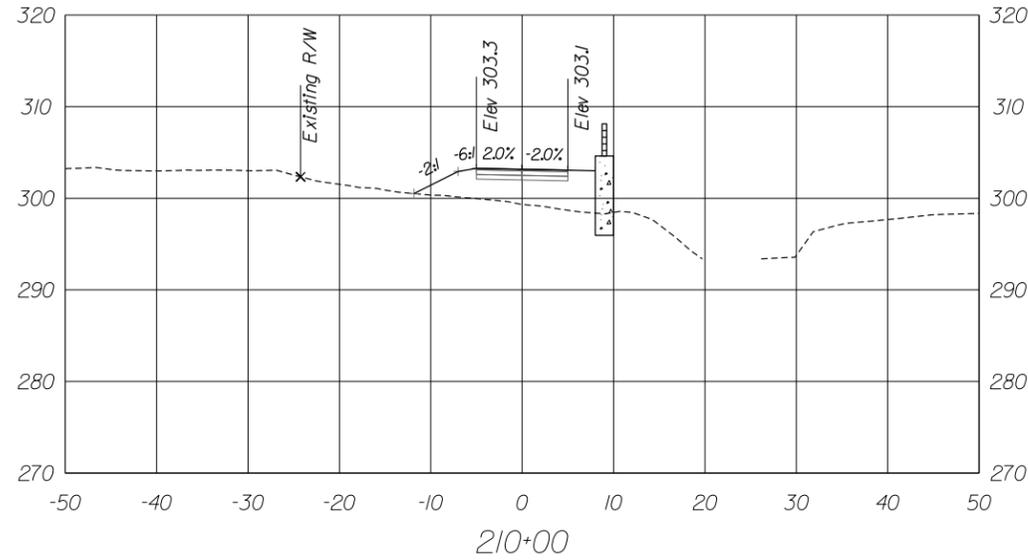
XS-33

CROSS SECTION

Sta207+50 To Sta209+00

BY: \$USERNAME\$

PLOTTER: \$DATE\$



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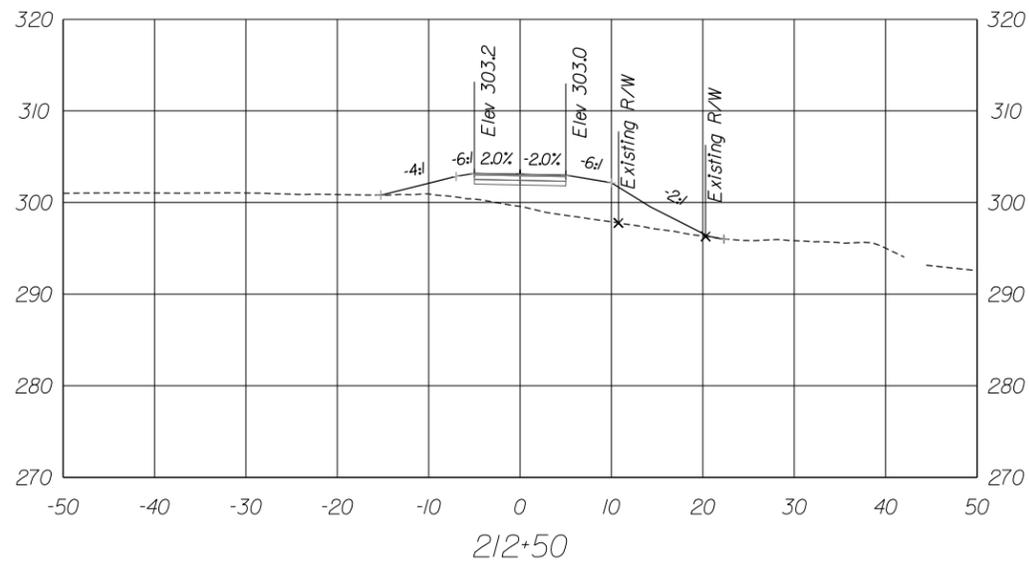
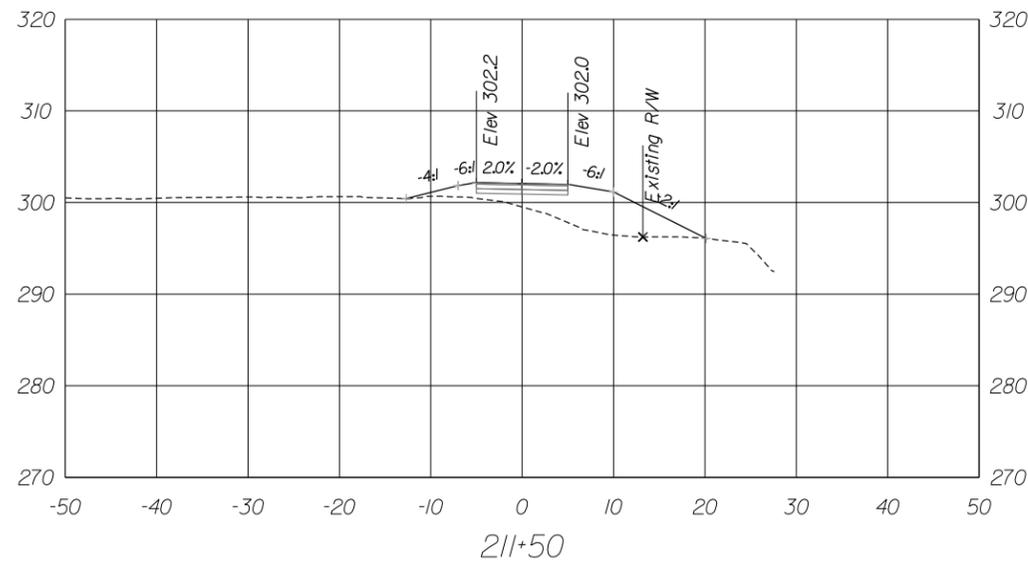
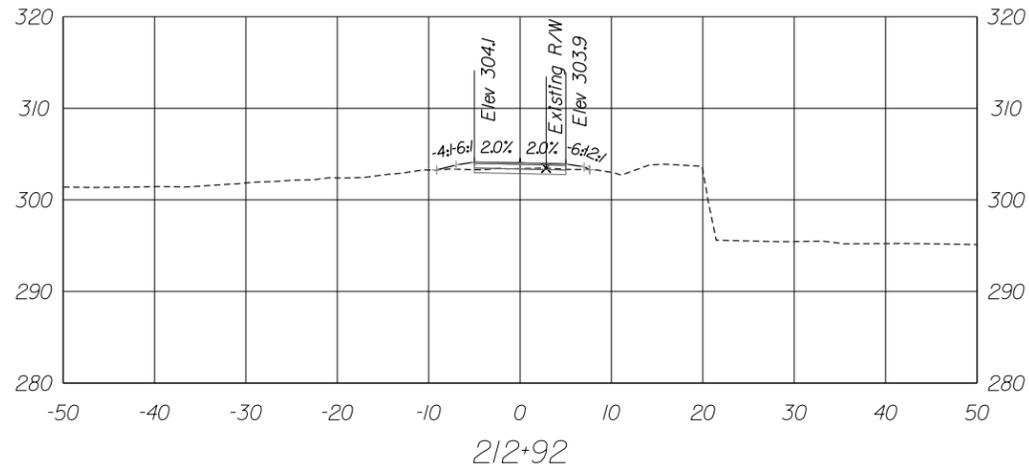
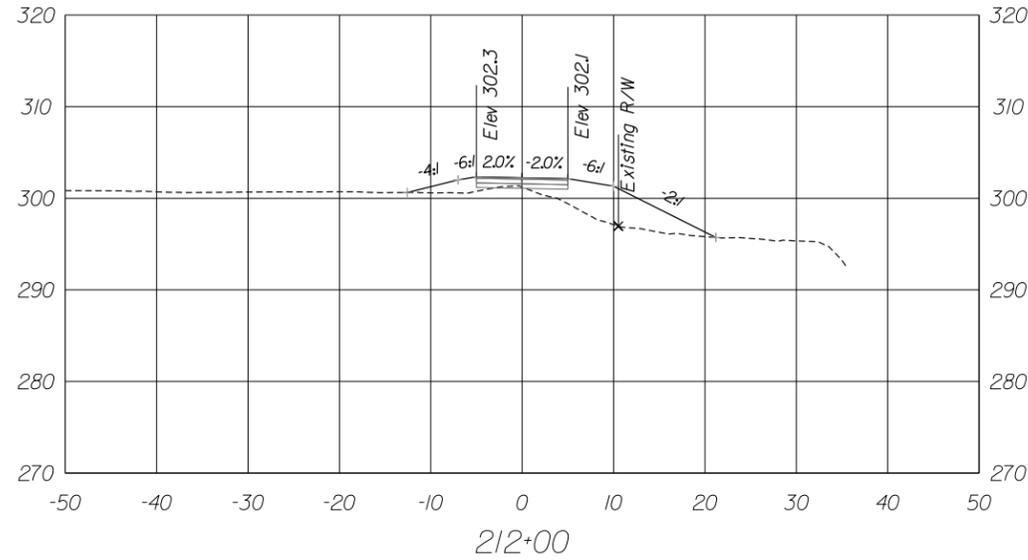
XS-34

CROSS SECTION

Sta209+50 To Sta211+00

BY: \$USER\$

PLotted: 04/15/2020



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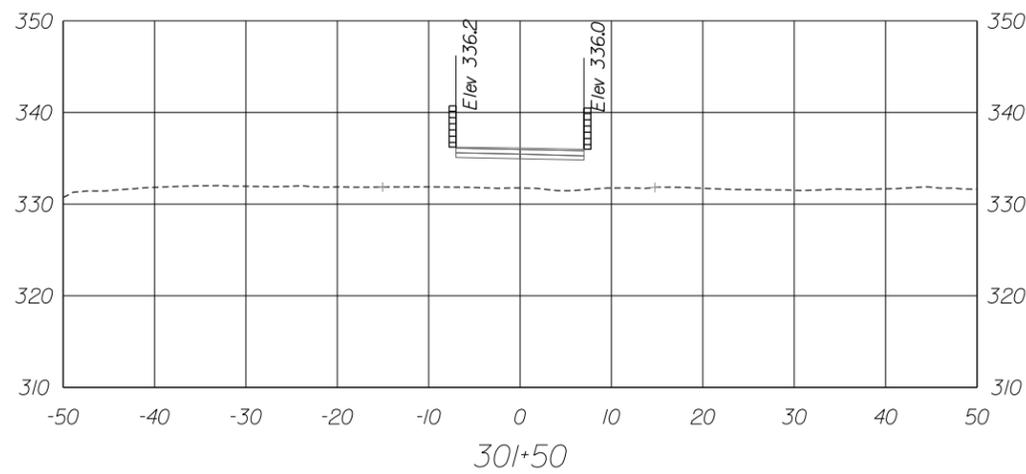
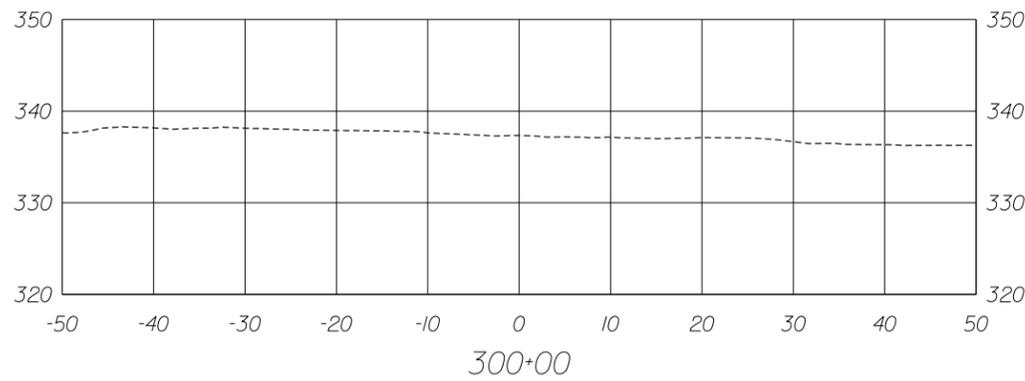
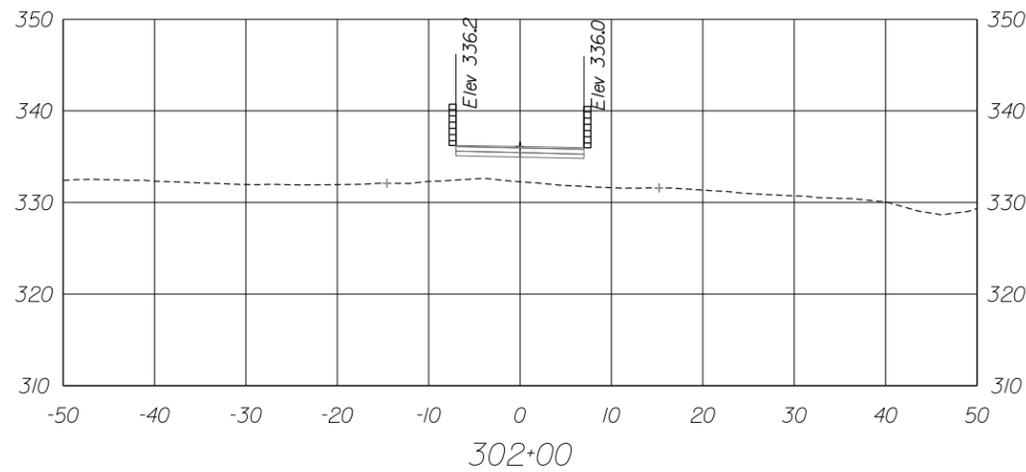
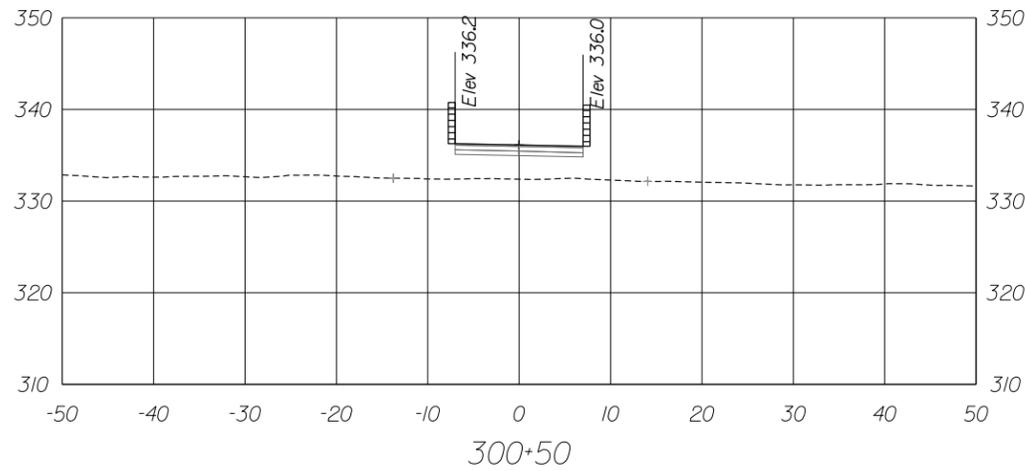
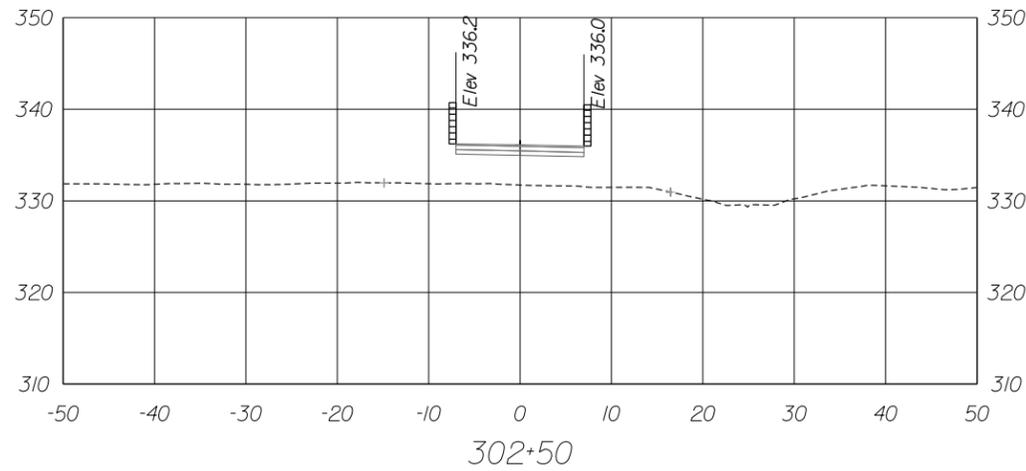
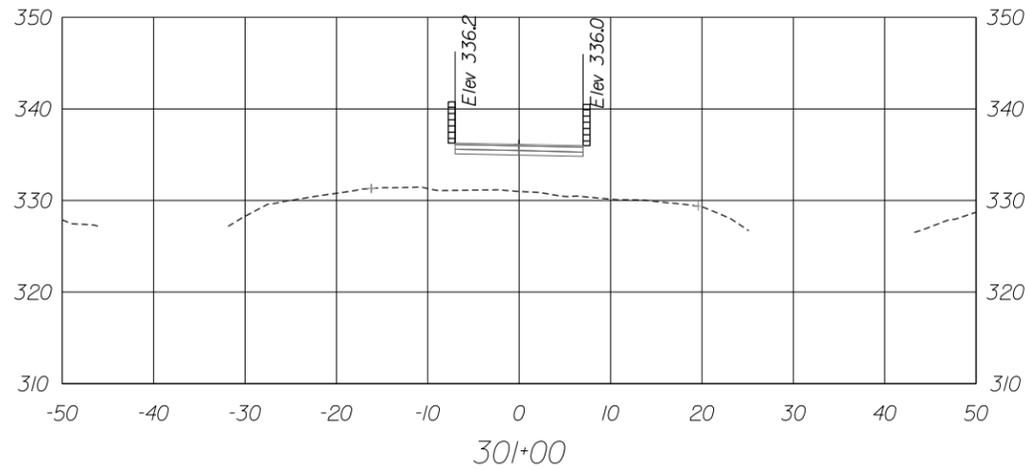
XS-35

CROSS SECTION

Sta 211+50 To Sta 212+92

BY: \$USER\$

PLotted: 04/15/2020



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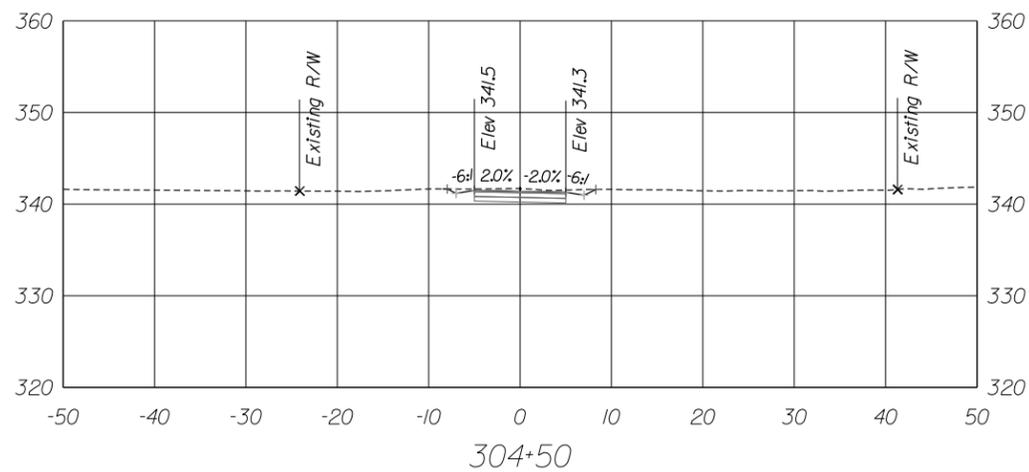
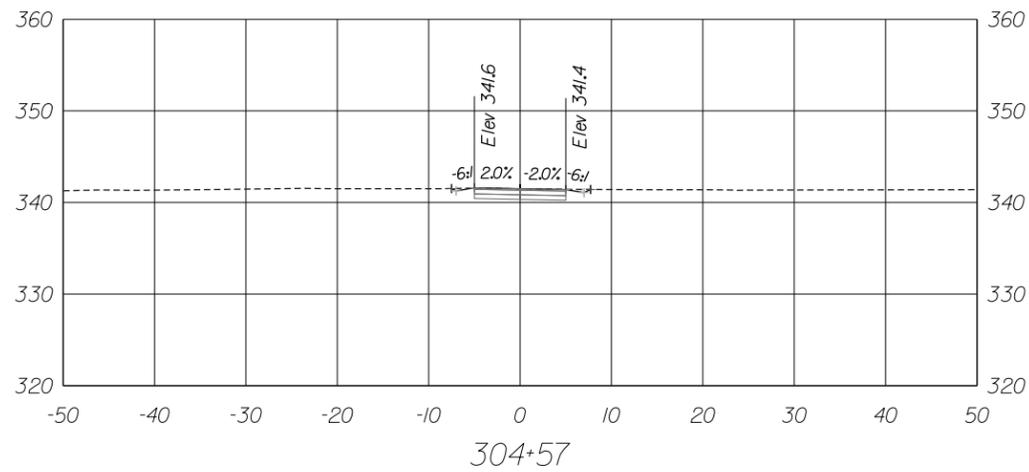
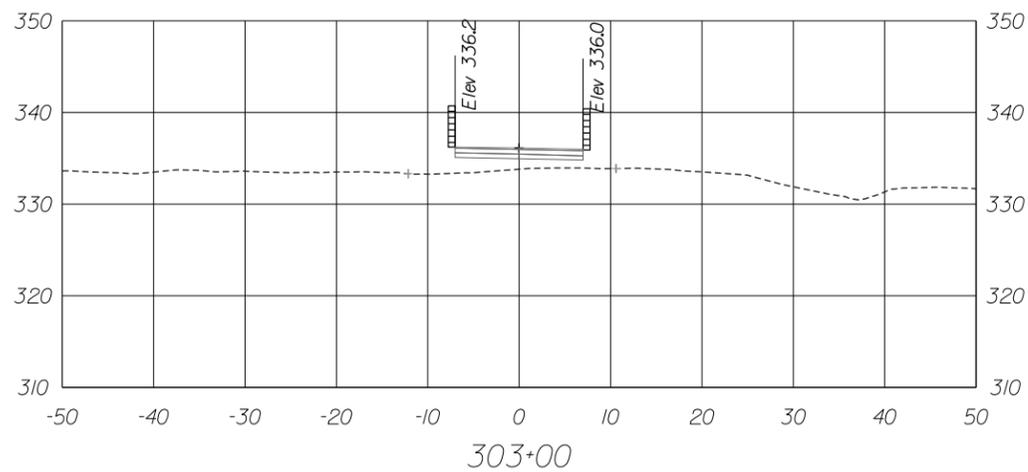
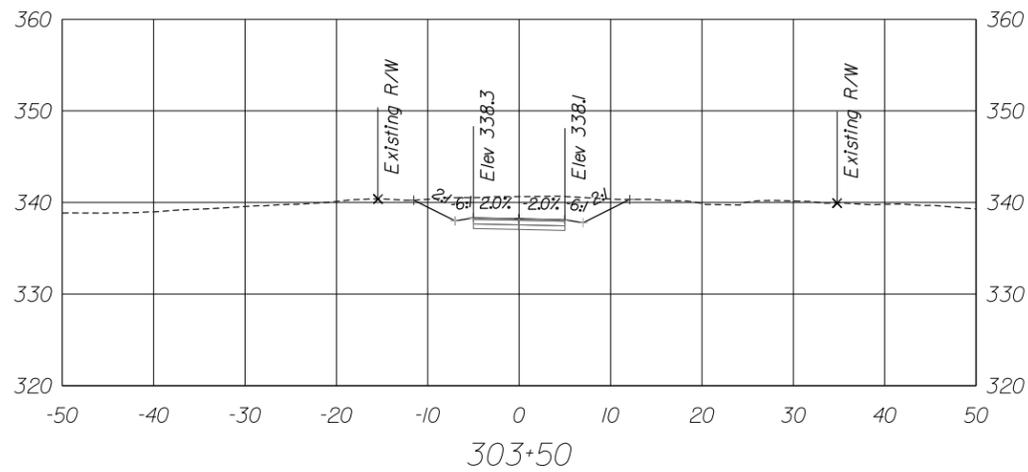
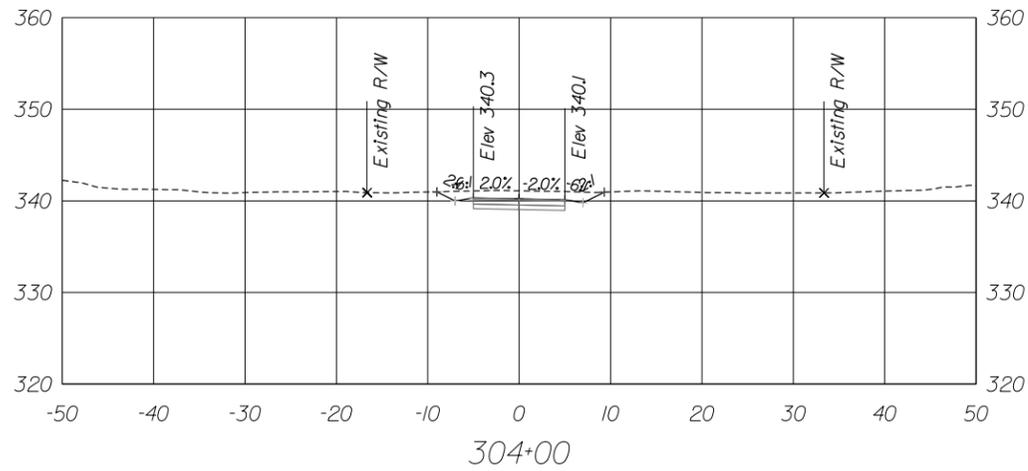
XS-36

CROSS SECTION

Sta 300+00 To Sta 302+50

BY: \$USER\$

PLOTTED: 04/15/2020



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 GEORGE T. SNYDER TRAIL

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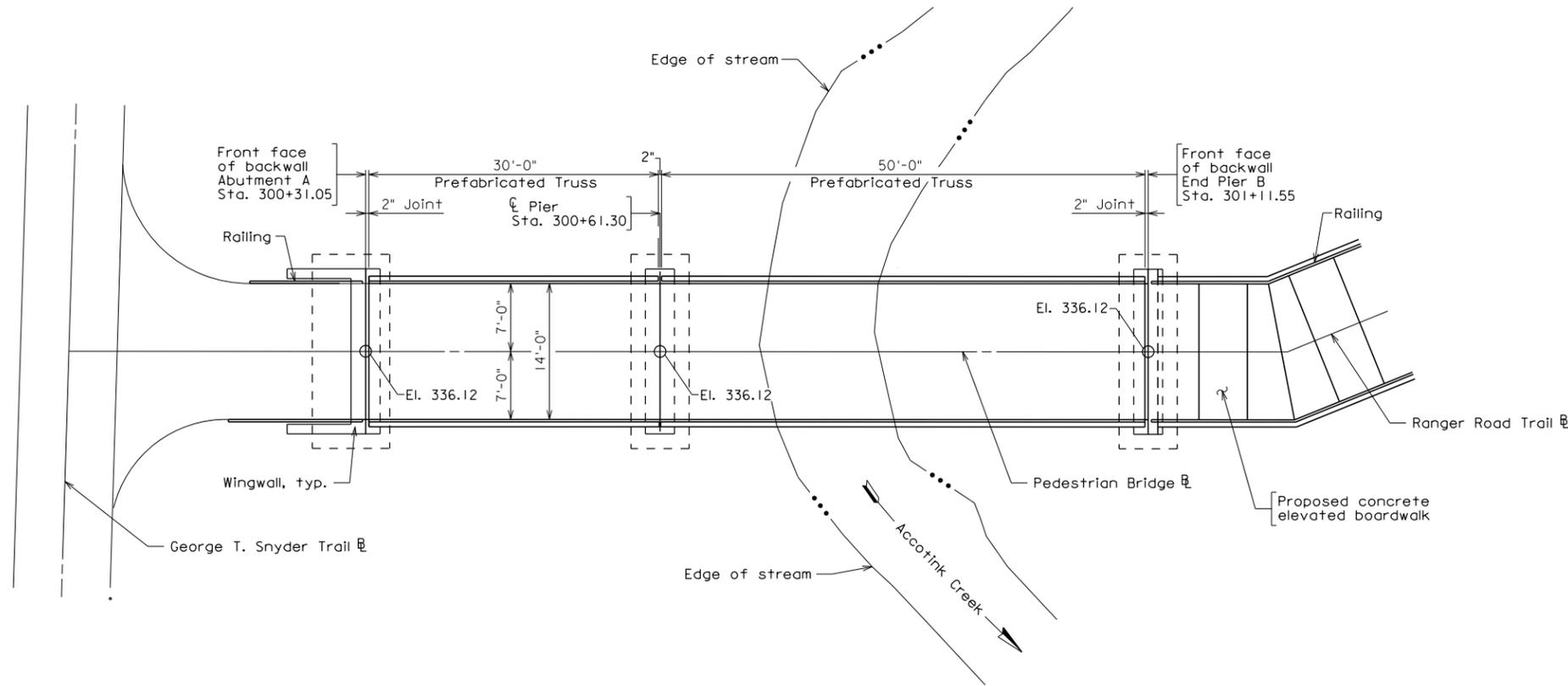
XS-37

CROSS SECTION

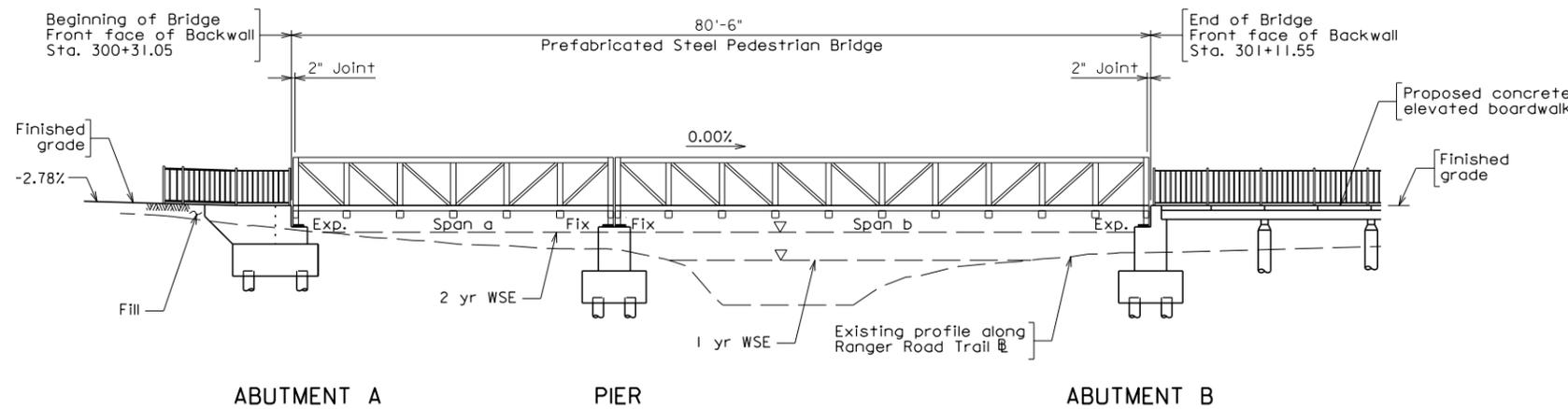
Sta 303+00 To Sta 304+57

BY: \$USER\$

PLotted: 04/15/2020



PLAN

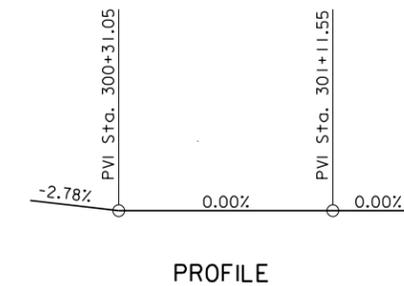


ABUTMENT A

PIER

ABUTMENT B

DEVELOPED SECTION ALONG CONSTR. LINE



PROFILE

GENERAL NOTES:

- Widths: 14'-0" face to face of toe plates.
- Span layout: 30'-50' simple prefabricated steel spans.
- Capacity: H-10 Vehicle loading.
- Drainage area: X.XX sq. mi.
- Specifications:
 - Construction: Virginia Department of Transportation Road and Bridge Specifications, 2016.
 - Design: AASHTO LRFD Bridge Design Specifications, 7th Edition, 2014; and VDOT Modifications.
 - Standards: Virginia Department of Transportation Road and Bridge Standards, 2008.
- These plans are incomplete unless accompanied by the Supplemental Specifications and Special Provisions included in the contract documents.
- This project is to be constructed in accordance with the Virginia Department of Transportation Work Area Protection Manual, June 2011 and latest revisions.
- Concrete in substructure footings and drilled shafts shall be Class A4; in substructure neat work and retaining walls, Class A3.
- Low permeability concrete shall be used in this project.
- Prefabricated truss shall be weathered steel.
- All reinforcing steel shall be deformed and shall conform to ASTM A615 Grade 60. All reinforcing bar dimensions on the detailed drawings are to centers of bars except where otherwise noted and are subject to fabrication and construction tolerances.

Bridge Adgn

2/4/2020 9:43:43 AM

Plotted By: aur-ban



8280 WILLOW OAKS CORPORATE DRIVE, SUITE 510
FAIRFAX, VIRGINIA 22031
TEL. (571) 312-6134

PRE-PRELIMINARY PLANS
THESE PLANS NOT TO BE USED FOR CONSTRUCTION

Scale: 1/8" = 1'-0"

NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT/PROJECT
CITY OF FAIRFAX
GEORGE T. SNYDER TRAIL

PROJECT NO:
18022

DATE:
02/05/2020

SHEET:
98 OF 106

ST-1

GEORGE T. SNYDER TRAIL OVER
ACCOTINK CREEK
BRIDGE A

GENERAL NOTES:

- Widths: 14'-0" face to face of toe plates.
- Span layout: 30'-50'-30' simple prefabricated steel spans.
- Capacity: H-10 Vehicle loading.
- Drainage area: X.XX sq. mi.
- Specifications:
 - Construction: Virginia Department of Transportation Road and Bridge Specifications, 2016.
 - Design: AASHTO LRFD Bridge Design Specifications, 7th Edition, 2014; and VDOT Modifications.
 - Standards: Virginia Department of Transportation Road and Bridge Standards, 2008.

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

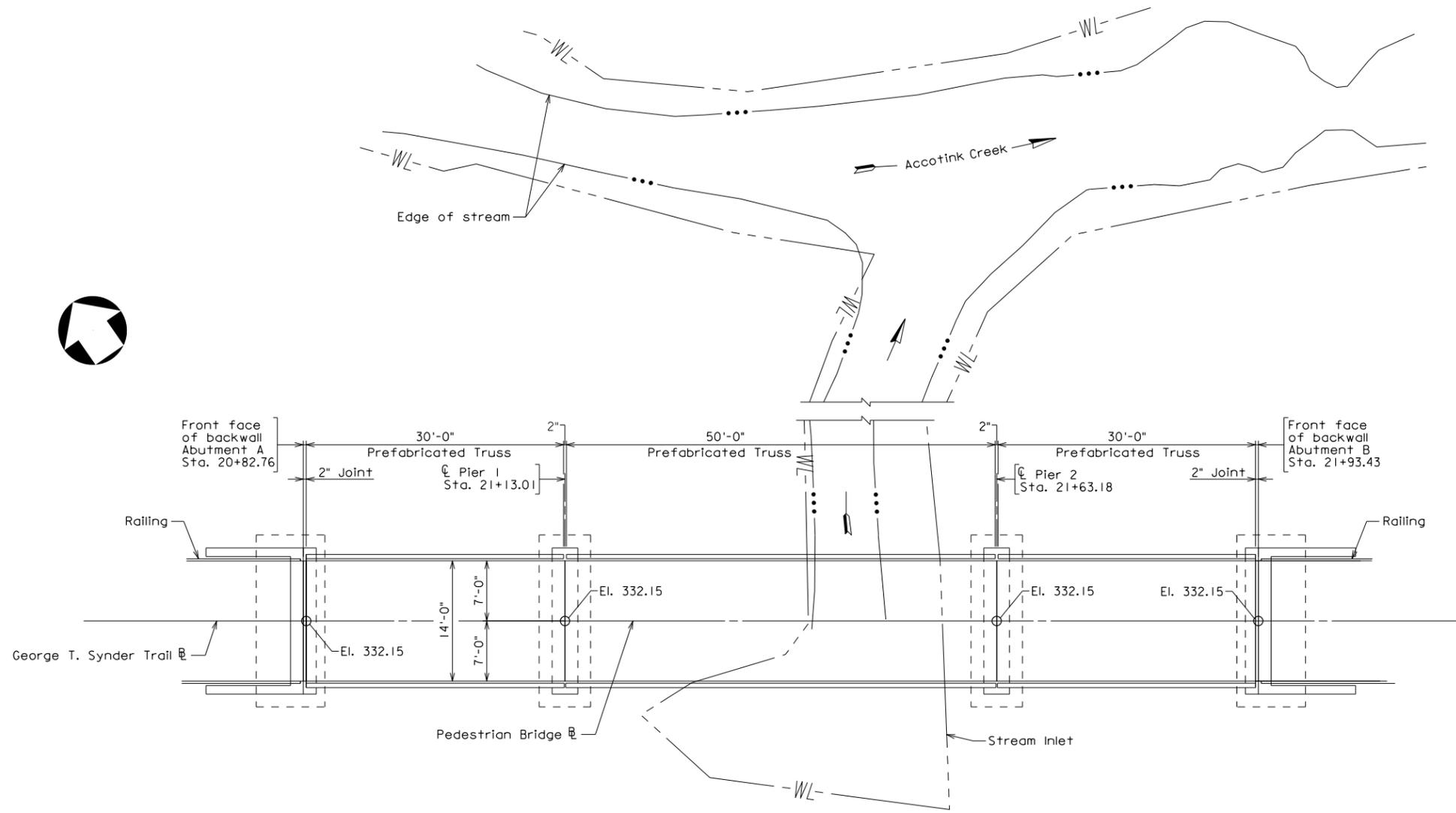
This project is to be constructed in accordance with the Virginia Department of Transportation Work Area Protection Manual, June 2011 and latest revisions.

Concrete in substructure footing and drilled shafts shall be Class A4; in substructure neat work and retaining walls, Class A3.

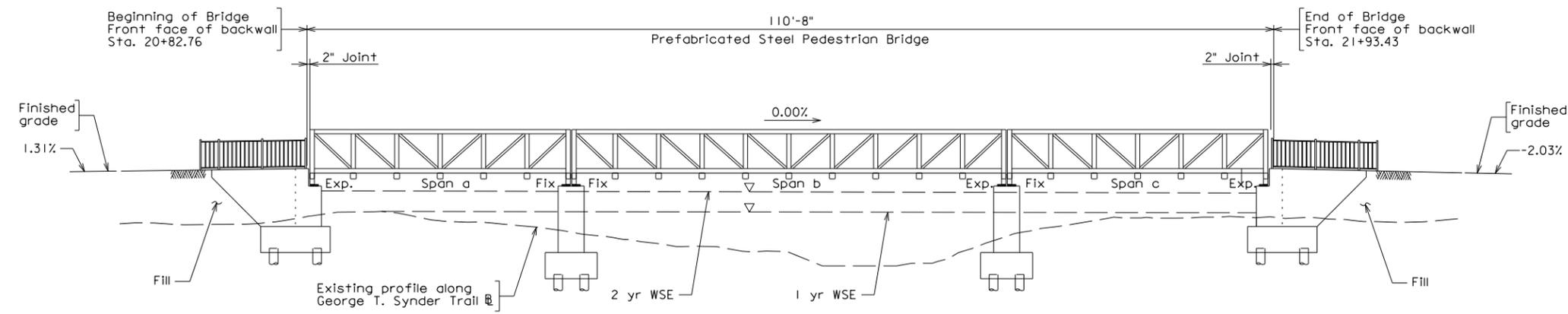
Low permeability concrete shall be used in this project.

Prefabricated truss shall be weathered steel.

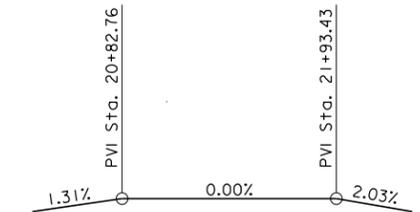
All reinforcing steel shall be deformed and shall conform to ASTM A615 Grade 60. All reinforcing bar dimensions on the detailed drawings are to centers of bars except where otherwise noted and are subject to fabrication and construction tolerances.



PLAN



DEVELOPED SECTION ALONG CONSTR. LINE



PROFILE

PRE-PRELIMINARY PLANS
 THESE PLANS NOT TO BE USED FOR CONSTRUCTION

Scale: 1/8" = 1'-0"

NO.	DESCRIPTION	NAME	DATE
REVISIONS			

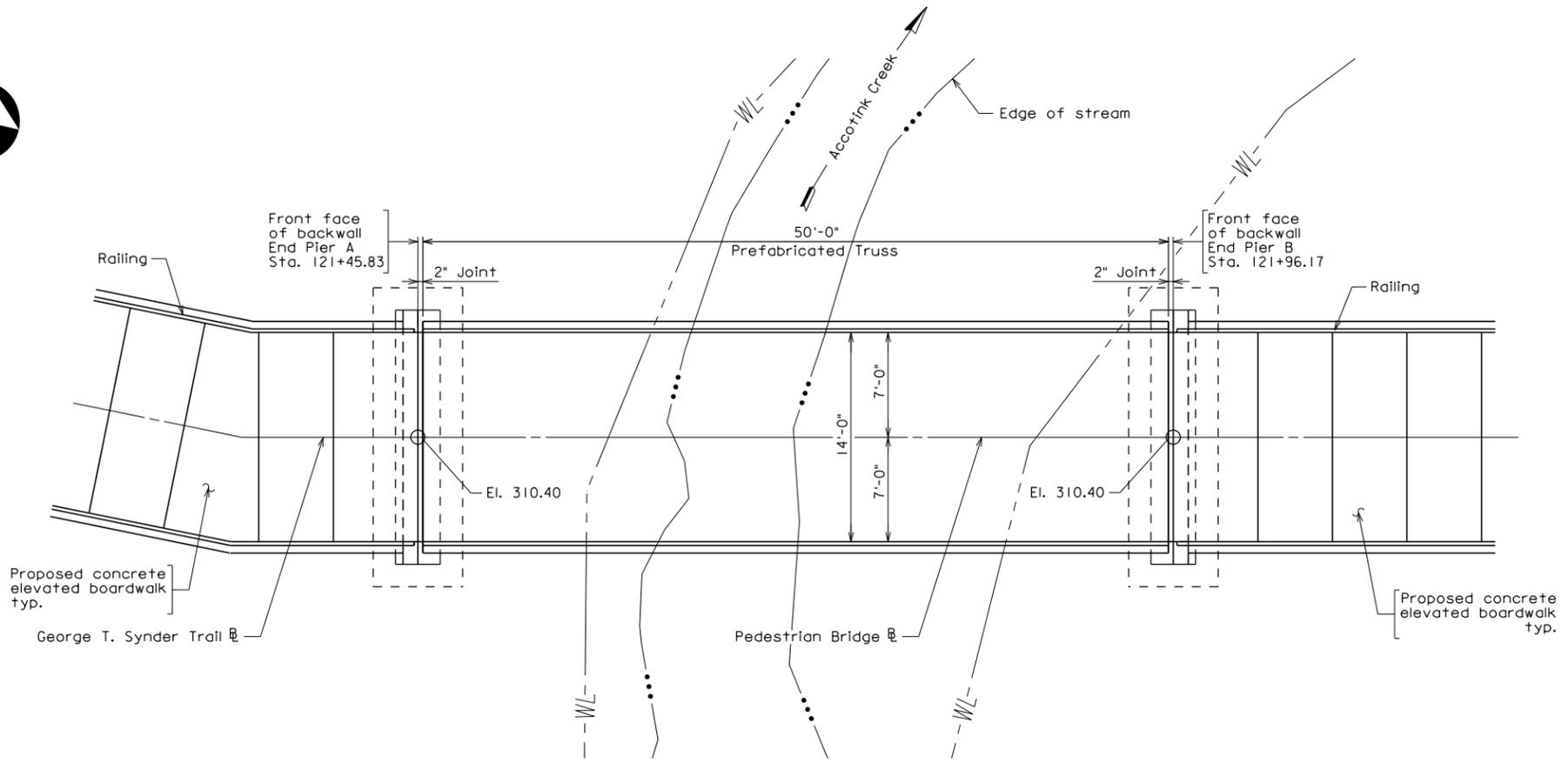
CLIENT/PROJECT
CITY OF FAIRFAX
GEORGE T. SNYDER TRAIL
 PROJECT NO: **18022** DATE: **02/05/2020** SHEET: **99 OF 106**

ST-2
GEORGE T. SNYDER TRAIL OVER ACCOTINK CREEK BRIDGE B



8280 WILLOW OAKS CORPORATE DRIVE, SUITE 510
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Bridge B.dgn
 2/4/2020 9:43:48 AM
 Plotted By: aur-ban



PLAN

GENERAL NOTES:

Widths: 14'-0" face to face of toe plates.
 Span layout: 50' simple prefabricated steel spans.
 Capacity: H-10 Vehicle loading.
 Drainage area: X.XX sq. mi.
 Specifications:
 Construction: Virginia Department of Transportation Road and Bridge Specifications, 2016.
 Design: AASHTO LRFD Bridge Design Specifications, 7th Edition, 2014; and VDOT Modifications.
 Standards: Virginia Department of Transportation Road and Bridge Standards, 2008.

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

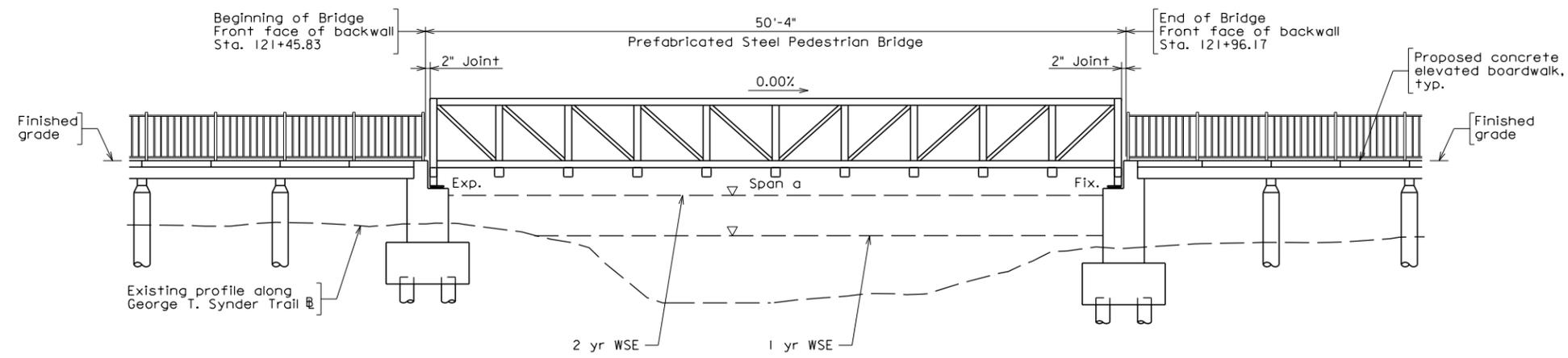
This project is to be constructed in accordance with the Virginia Department of Transportation Work Area Protection Manual, June 2011 and latest revisions.

Concrete in superstructure including sidewalks, abutment footings and drilled shafts shall be Class A4; in abutment neat work and retaining walls, Class A3.

Low permeability concrete shall be used in this project.

Prefabricated truss shall be weathered steel.

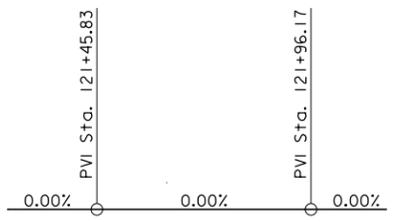
All reinforcing steel shall be deformed and shall conform to ASTM A615 Grade 60. All reinforcing bar dimensions on the detailed drawings are to centers of bars except where otherwise noted and are subject to fabrication and construction tolerances.



ABUTMENT A

ABUTMENT B

DEVELOPED SECTION ALONG CONSTR. L



PROFILE

Bridge C.dgn
 2/4/2020 9:43:53 AM
 Plotted By: aur-ban



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PRE-PRELIMINARY PLANS
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Scale: 3/16" = 1'-0"

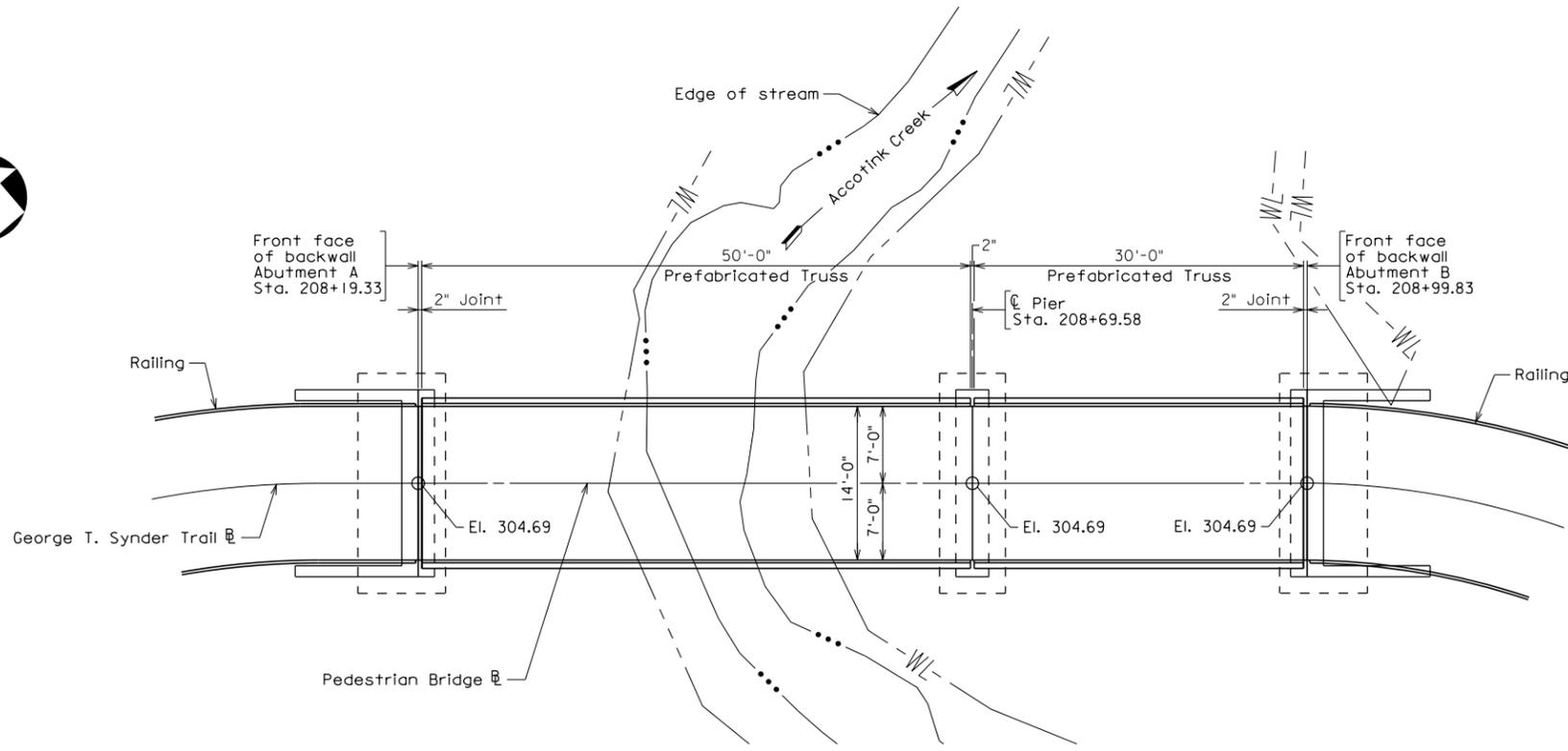
NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT/PROJECT
CITY OF FAIRFAX
GEORGE T. SNYDER TRAIL

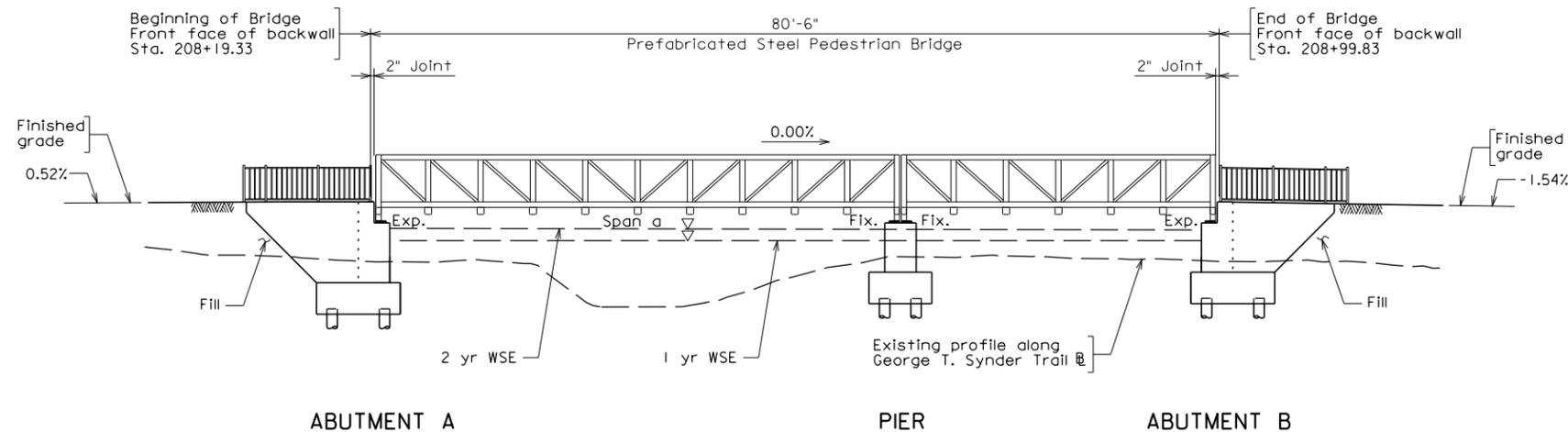
PROJECT NO: **18022** DATE: **02/05/2020** SHEET: **100 OF 106**

ST-3

GEORGE T. SNYDER TRAIL OVER ACCOTINK CREEK BRIDGE C



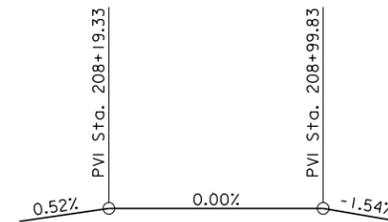
PLAN



DEVELOPED SECTION ALONG CONSTR.

GENERAL NOTES:

- Widths: 14'-0" face to face of toe plates.
- Span layout: 50'-30' simple prefabricated steel spans.
- Capacity: H-10 Vehicle loading.
- Drainage area: X.XX sq. mi.
- Specifications:
 - Construction: Virginia Department of Transportation Road and Bridge Specifications, 2016.
 - Design: AASHTO LRFD Bridge Design Specifications, 7th Edition, 2014; and VDOT Modifications.
 - Standards: Virginia Department of Transportation Road and Bridge Standards, 2008.
- These plans are incomplete unless accompanied by the Supplemental Specifications and Special Provisions included in the contract documents.
- This project is to be constructed in accordance with the Virginia Department of Transportation Work Area Protection Manual, June 2011 and latest revisions.
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- Low permeability concrete shall be used in this project.
- Prefabricated truss shall be weathered steel.
- All reinforcing steel shall be deformed and shall conform to ASTM A615 Grade 60. All reinforcing bar dimensions on the detailed drawings are to centers of bars except where otherwise noted and are subject to fabrication and construction tolerances.



PROFILE

2/4/2020 9:43:58 AM B:\dgn Bridge D.dgn



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PRE-PRELIMINARY PLANS
THESE PLANS NOT TO BE USED FOR CONSTRUCTION

Scale: 1/8" = 1'-0"

NO.	DESCRIPTION	NAME	DATE

CLIENT/PROJECT
CITY OF FAIRFAX
GEORGE T. SNYDER TRAIL

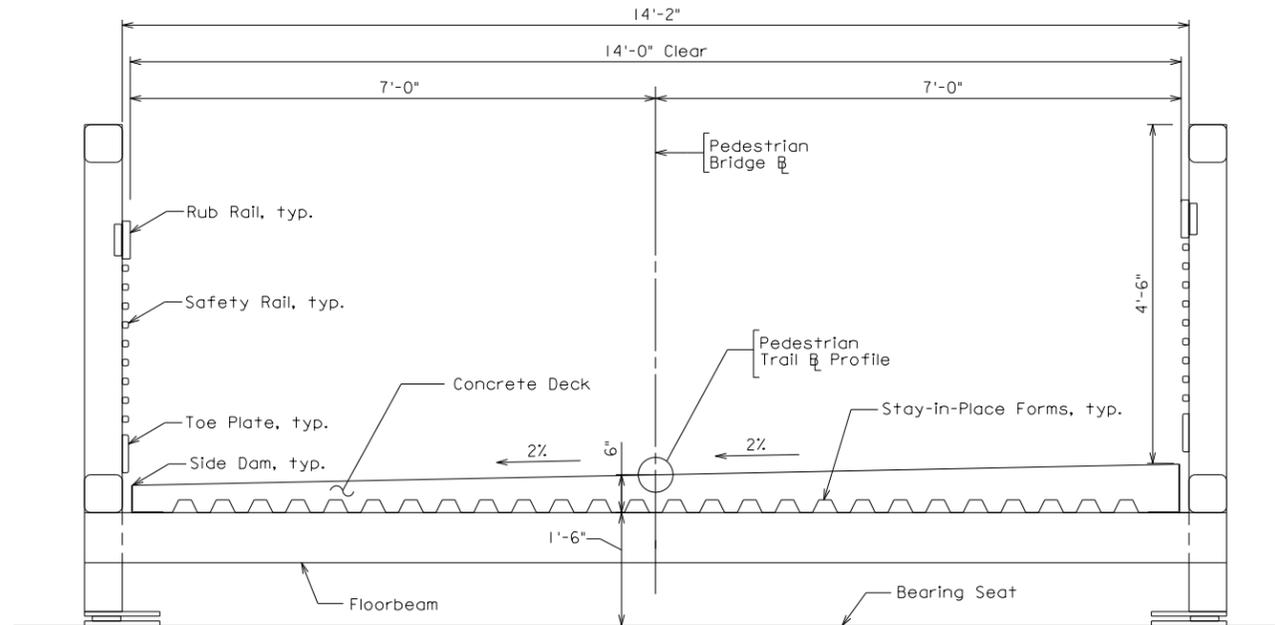
PROJECT NO:
18022

DATE:
02/05/2020

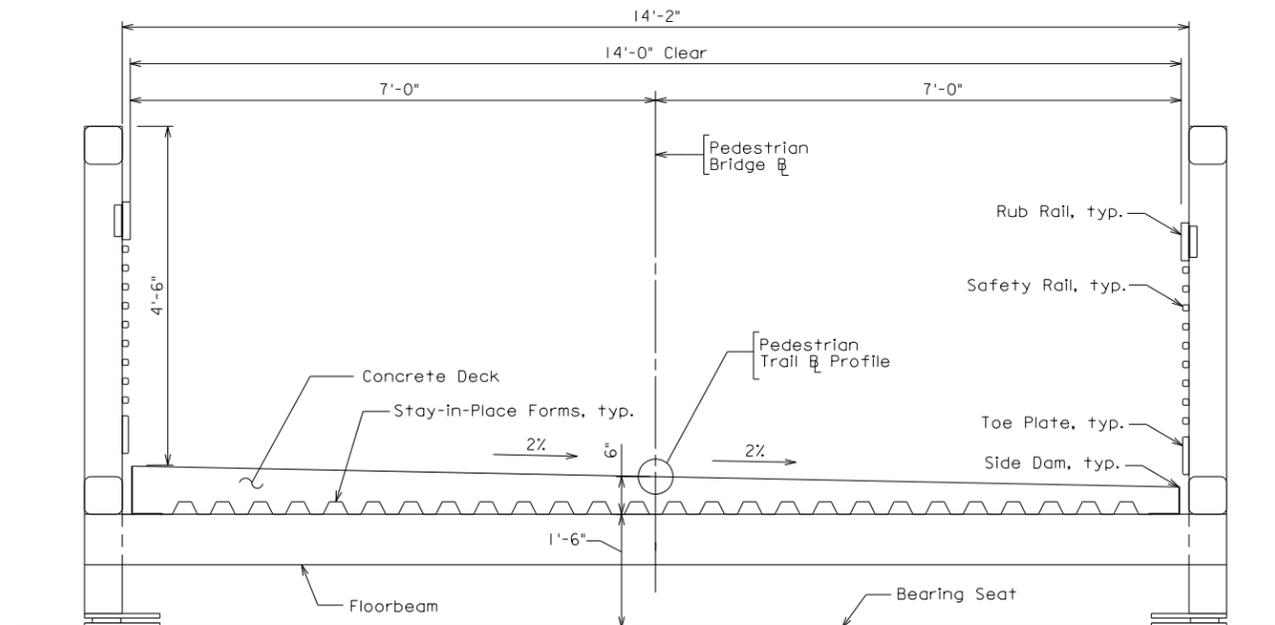
SHEET:
101 OF 106

ST-4

GEORGE T. SNYDER TRAIL OVER
ACCOTINK CREEK
BRIDGE D



TRANSVERSE SECTION - BRIDGE B AND BRIDGE C



TRANSVERSE SECTION - BRIDGE A AND BRIDGE D

2/4/2020 9:44:03 AM Superstructure.dgn



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PRE-PRELIMINARY PLANS
THESE PLANS NOT TO BE USED FOR CONSTRUCTION

Scale: 1/2" = 1'-0"

NO.	DESCRIPTION	NAME	DATE

CLIENT/PROJECT
CITY OF FAIRFAX
GEORGE T. SNYDER TRAIL

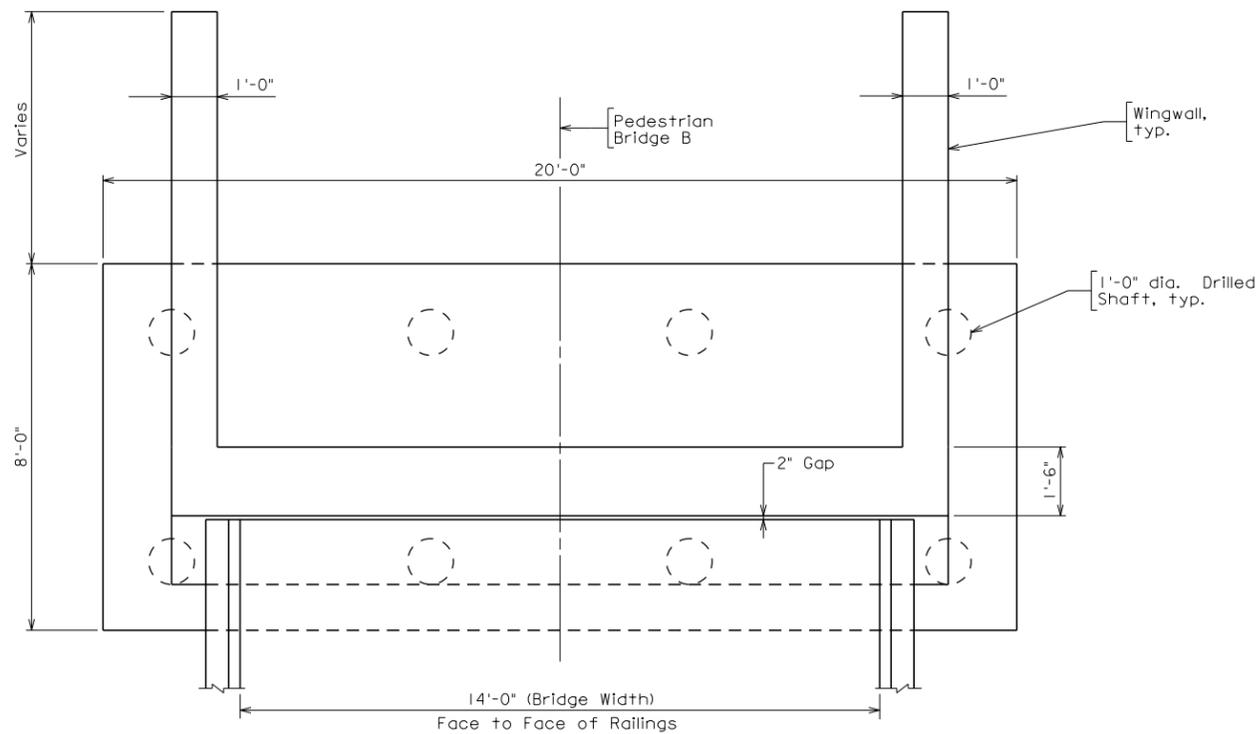
PROJECT NO:
18022

DATE:
02/05/2020

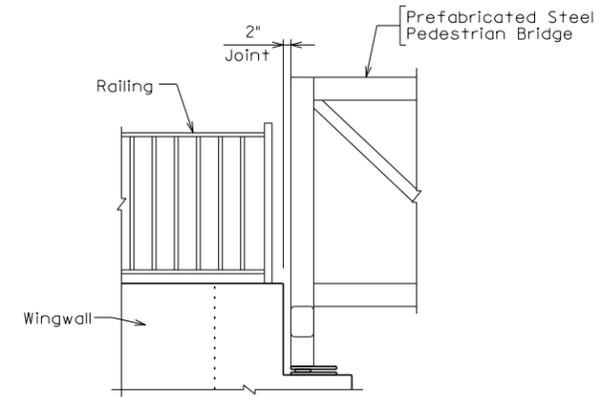
SHEET:
102 OF 106

ST-5

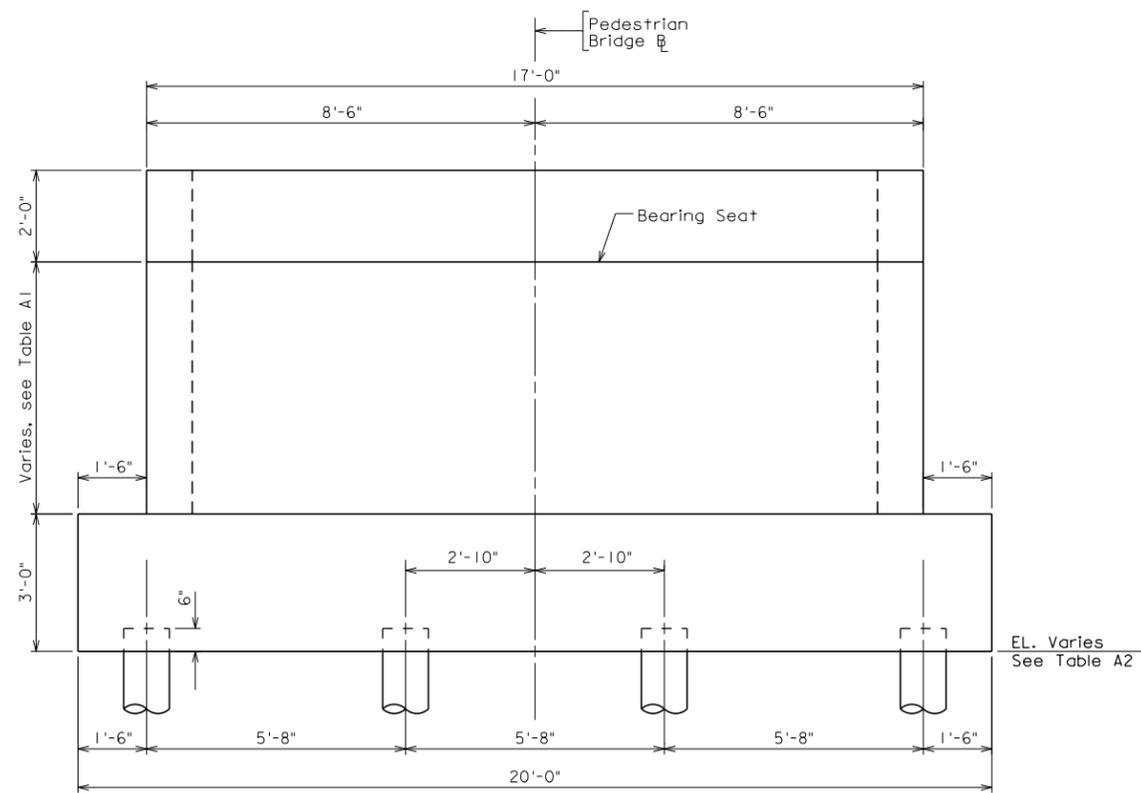
GEORGE T. SNYDER TRAIL OVER ACCOTINK CREEK TRANSVERSE SECTIONS



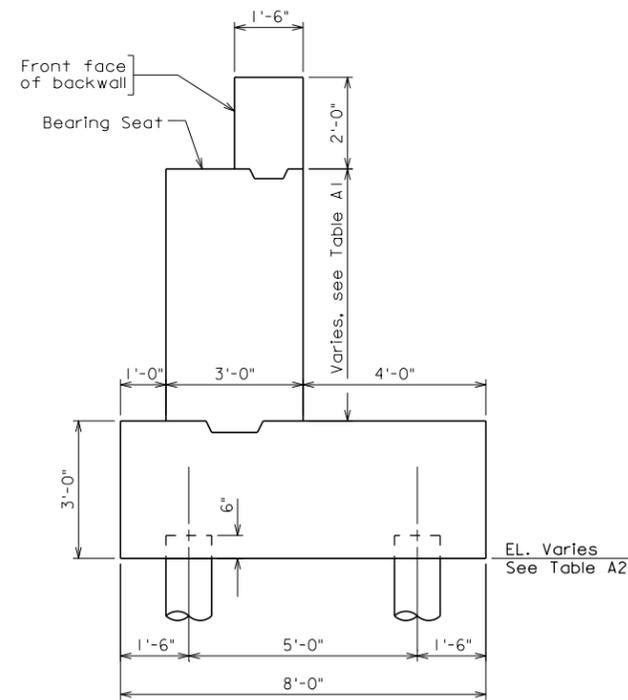
PLAN



ABUTMENT DETAIL WITH WINGWALL



ELEVATION



END VIEW

Bridge	Abutment	Height
A	A	1'-7 1/2" (-)
	-	-
B	A	4'-7 3/4" (+)
	B	4'-7 3/4" (+)
D	A	5'-8 1/4" (+)
	B	4'-8 1/4" (+)

Bridge	Abutment	Elevation
A	A	329.50
	-	-
B	A	322.50
	B	322.50
D	A	294.00
	B	295.00

Abutment.dgn

2/4/2020 9:44:14 AM

Plotted By: aur-ban



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PRE-PRELIMINARY PLANS
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Scale: 1/2" = 1'-0"

NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT/PROJECT
CITY OF FAIRFAX
GEORGE T. SNYDER TRAIL

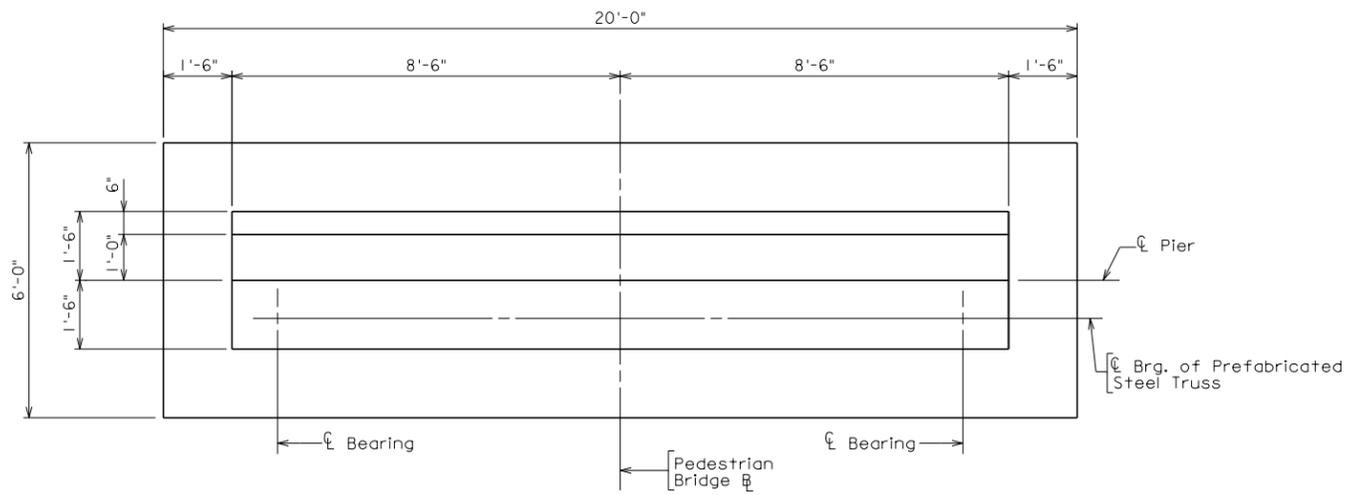
PROJECT NO:
18022

DATE:
02/05/2020

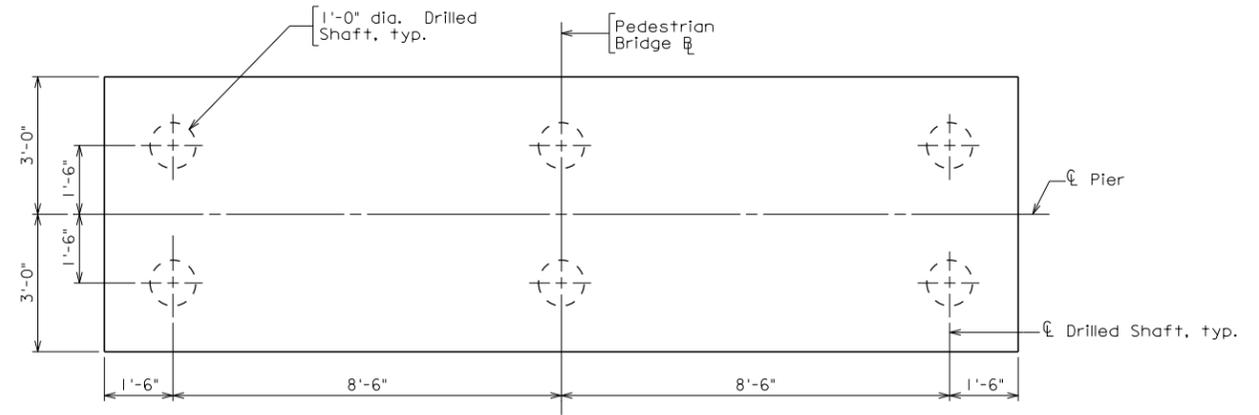
SHEET:
103 OF 106

ST-6

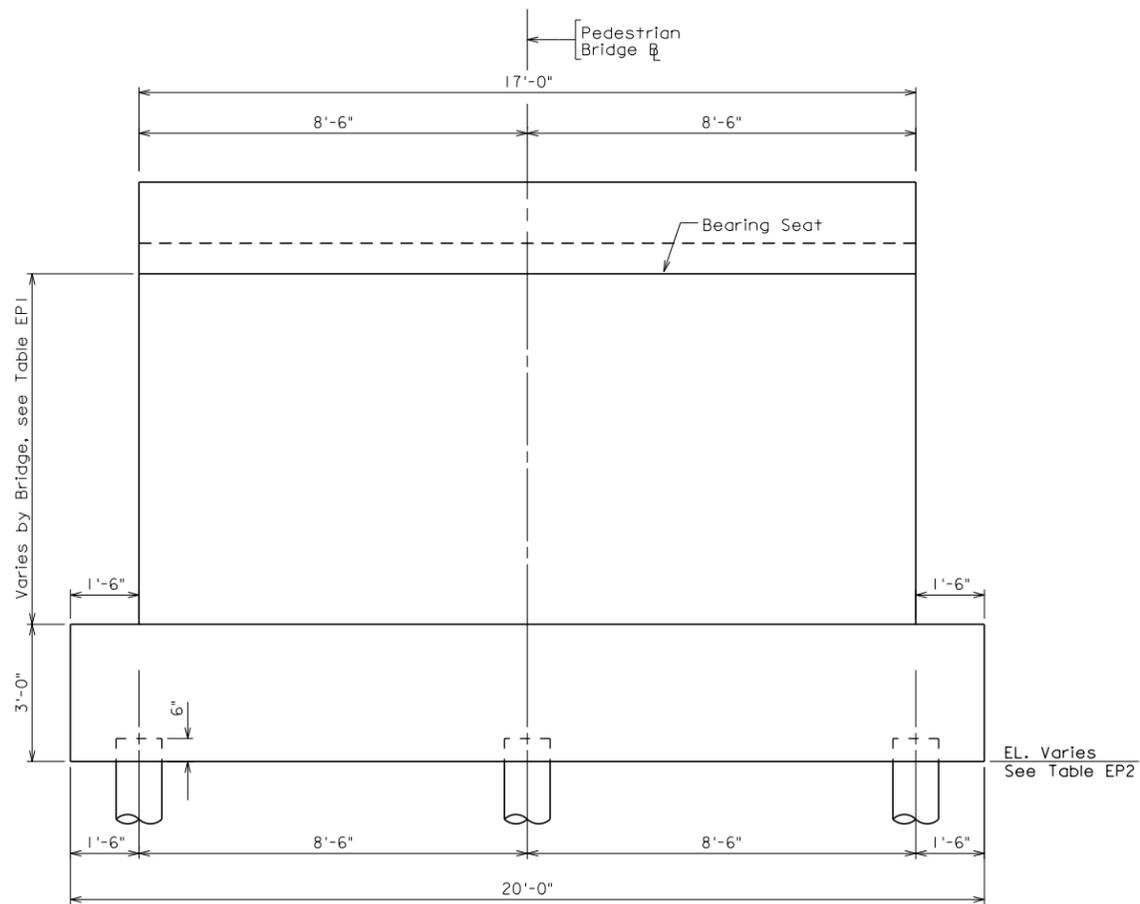
GEORGE T. SNYDER TRAIL OVER ACCOTINK CREEK ABUTMENT DETAILS



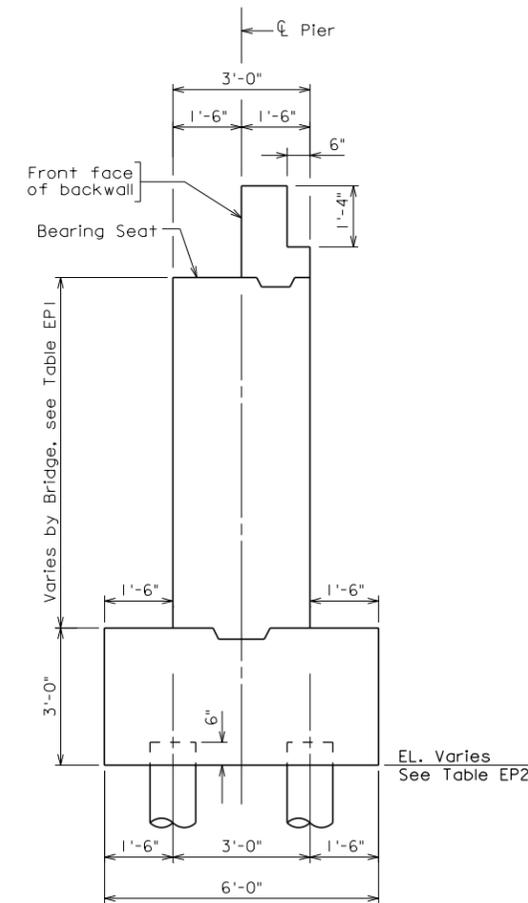
PLAN



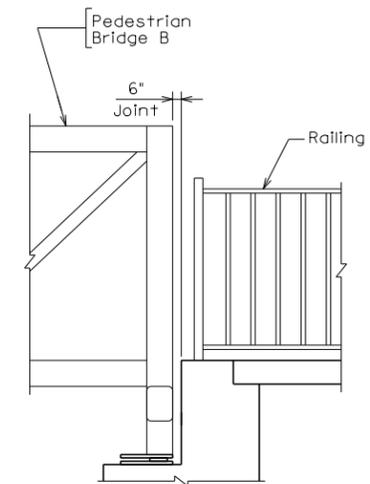
FOOTING PLAN



ELEVATION



END VIEW



END PIER DETAIL WITH BOARDWALK

TABLE EPI		
Bridge	End Pier	Height
A	-	-
	B	4'-1 1/2" (-)
C	A	3'-10 3/4" (+)
	B	5'-4 3/4" (+)

TABLE EP2		
Bridge	End Pier	Elevation
A	-	-
	B	327.00
C	A	301.50
	B	300.00

End Piers.dgn

2/4/2020 9:44:25 AM

Plotted By: aur-ban



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PRE-PRELIMINARY PLANS
THESE PLANS NOT TO BE USED FOR CONSTRUCTION

Scale: 1/2" = 1'-0"

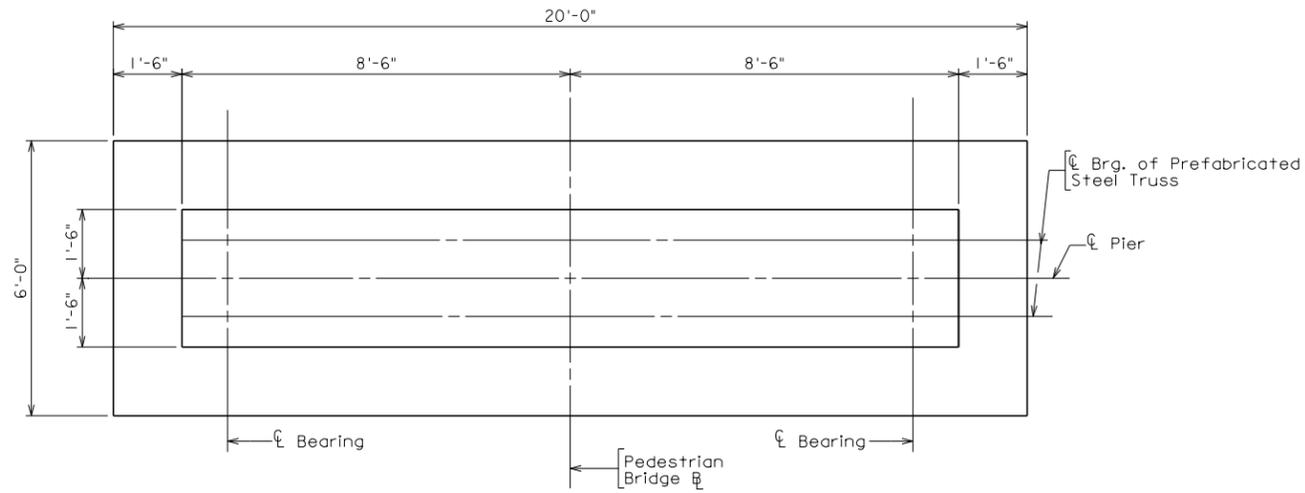
NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT/PROJECT
CITY OF FAIRFAX
GEORGE T. SNYDER TRAIL

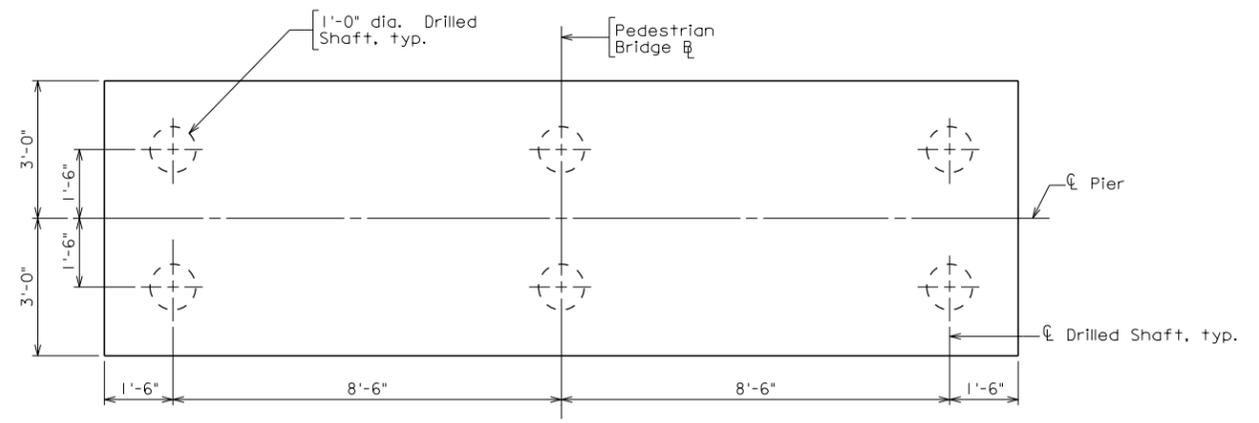
PROJECT NO: **18022** DATE: **02/05/2020** SHEET: **104 OF 106**

ST-7

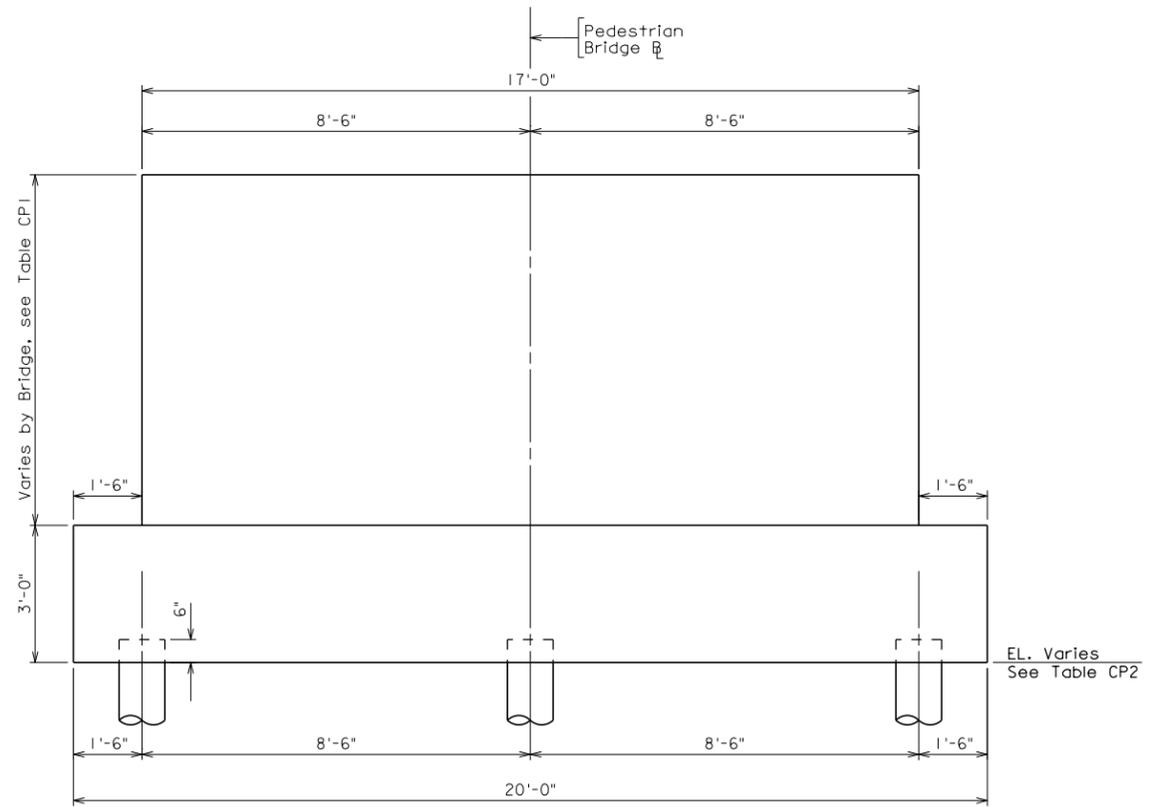
GEORGE T. SNYDER TRAIL OVER ACCOTINK CREEK END PIER DETAILS



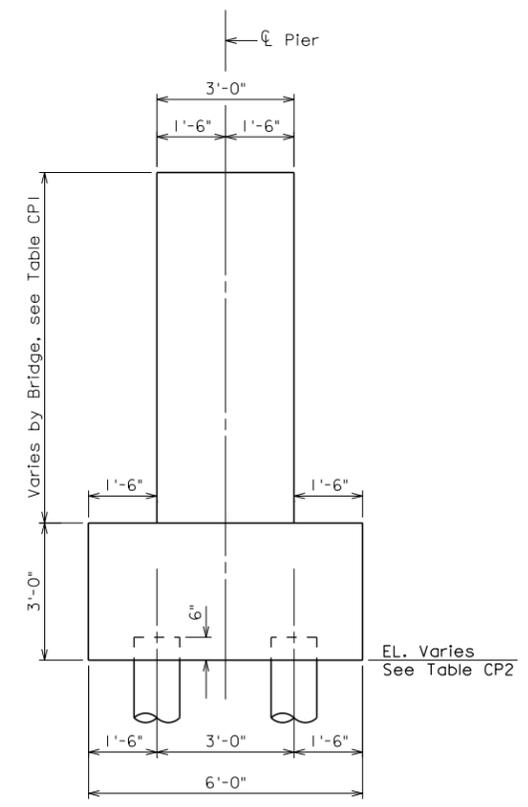
PLAN



FOOTING PLAN



ELEVATION



END VIEW

Bridge	Height
A	4'-1 1/2" (-)
B	7'-7 7/8" (-)
D	4'-8 1/4" (+)

Bridge	Elevation
A	327.00
B	319.50
D	295.00

2/4/2020 9:44:33 AM Plotted By: aur-ban



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FAIRFAX, VIRGINIA 22031
TEL. (571) 312-6134

PRE-PRELIMINARY PLANS
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Scale: 1/2" = 1'-0"

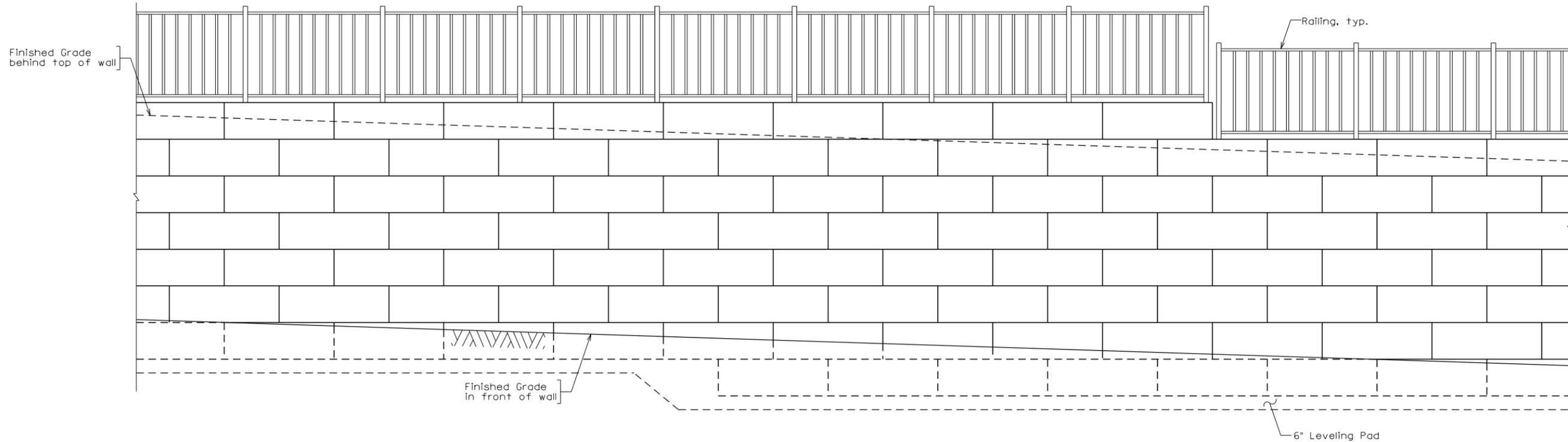
NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT/PROJECT
CITY OF FAIRFAX
GEORGE T. SNYDER TRAIL

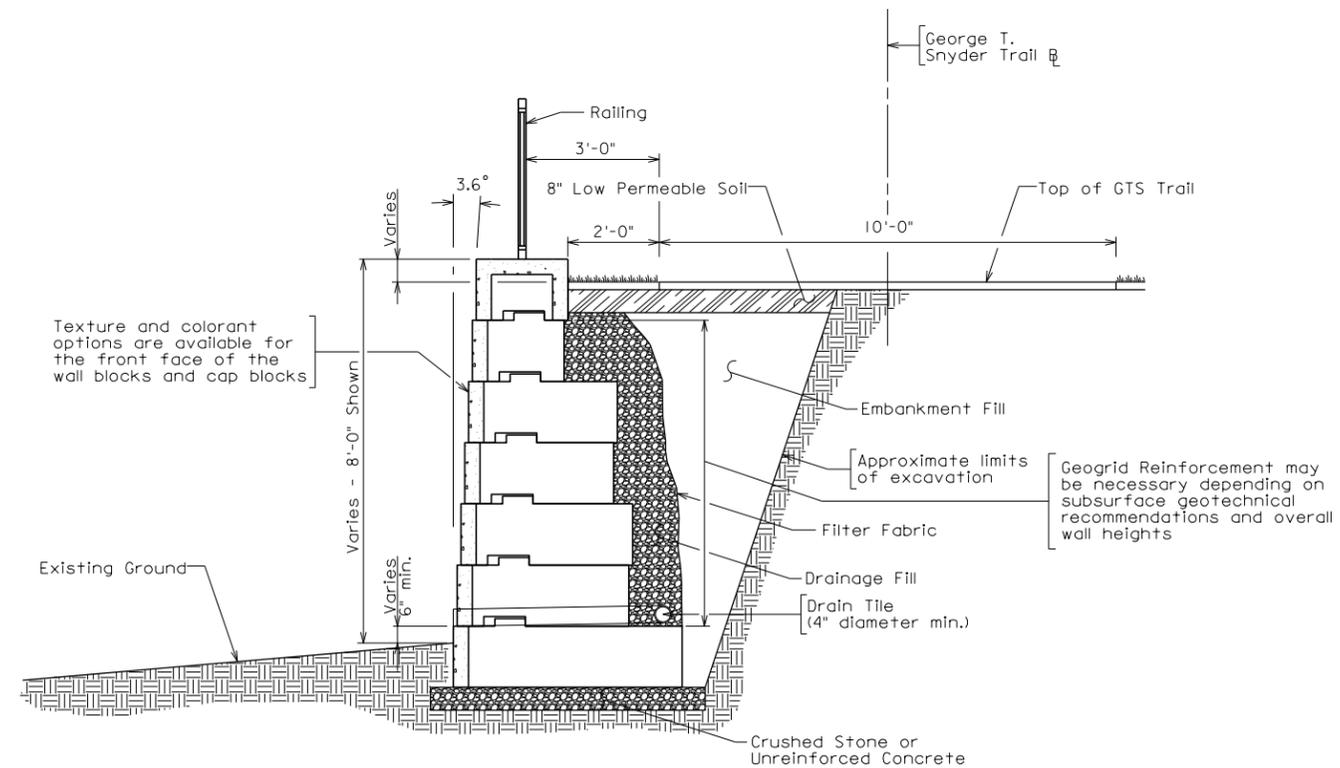
PROJECT NO: **18022** DATE: **02/05/2020** SHEET: **105 OF 106**

ST-8

GEORGE T. SNYDER TRAIL OVER ACCOTINK CREEK CENTER PIER DETAILS



TYPICAL WALL ELEVATION



TYPICAL WALL SECTION

Retaining Walls.dgn

2/4/2020 9:44:42 AM

Plotted By: aur-ben



8280 WILLOW OAKS CORPORATE DRIVE, SUITE 510
FAIRFAX, VIRGINIA 22031
TEL. (571) 312-6134

PRE-PRELIMINARY PLANS
THESE PLANS NOT TO BE USED FOR CONSTRUCTION

Scale: 1/2" = 1'-0"

NO.	DESCRIPTION	NAME	DATE
REVISIONS			

CLIENT/PROJECT
CITY OF FAIRFAX
GEORGE T. SNYDER TRAIL

PROJECT NO:
18022

DATE:
02/05/2020

SHEET:
106 OF 106

ST-9

GEORGE T. SNYDER TRAIL OVER ACCOTINK CREEK RETAINING WALL DETAILS