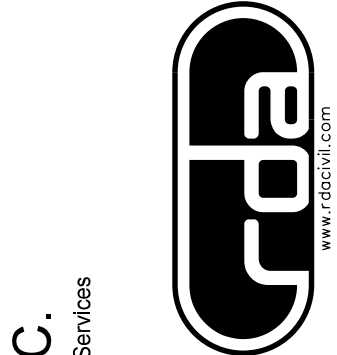


TMP/SOC TTC NOTES AND DETAILS



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 Telephone: (703) 368-7373 Fax: (703) 370-5443
 To Make Your Vision Reality

PROJECT NAME: SYCOLIN ROAD WIDENING PHASE IV
 FROM CLAUDIA DRIVE TO TOLBERT LANE S.E.
**TRANSPORTATION MANAGEMENT PLAN
 AND SEQUENCE OF CONSTRUCTION**
 Loudoun County, Virginia
PROJECT MANAGER: MARK A. GUNN, P.E.

ASSOCIATED PLAN
 C.I.P. NUMBER: TLCl-2016-0002
 VDOT PROJ. NO. U000-253-312
TOWN NUMBER: TBD

Page 6H-60 April 2015

Typical Traffic Control Lane Closure Operation - Far Side of an Intersection (Figure TTC-27.1)

NOTES

Guidance:

- Sign spacing distance should be 350'-500' where the posted speed limit is 45 mph or less, 500'-800' where the posted speed limit is greater than 45 mph.

Standard:

- On divided highways having a median wider than 8', right and left sign assemblies shall be required.
- Taper length (L) and channelizing device spacing shall be:

Speed Limit (mph)	Taper Length (L)			
	9	10	11	12
25	95	105	115	125
30	135	150	165	180
35	185	205	225	245
40	240	270	295	320
45	405	450	495	540
50	450	500	550	600
55	495	550	605	660
60	540	600	660	720
65	585	650	715	780
70	630	700	770	840

Location	Channelizing Device Spacing	
	Speed Limit (mph)	
Transition Spacing	0-35	36+
Travelway Spacing	40'	40'

On roadways with paved shoulders having a width of 8 feet or more, channelizing devices shall be used to close the shoulder in advance of the taper to direct vehicular traffic to remain within the traveled way.

Guidance:

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

Standard:

- If the posted speed limit is 45 mph or greater, the shadow vehicle shall have a truck-mounted attenuator.
- For emergency situations (any non-planned operation) of 30 minutes or less duration, two rotating amber lights or high intensity amber flashing or oscillating lights mounted on the vehicle and visible for 360° shall be required in addition to the channelizing devices shown around the vehicle. Also, vehicle hazard warning signals shall be used.

Guidance:

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

Standard:

- If the left turn lane is closed a NO LEFT TURN (Symbol) (R3-2) shall be used.

1: Revision 1 - 4/1/2015

Page 6H-62 April 2015

Typical Traffic Control Lane Closure Operation in an Intersection (Figure TTC-28.1)

NOTES

Guidance:

- The control of traffic through the intersection in order of preference should be:
 - Obtain the services of law enforcement personnel.
 - Detour the effective routes to other roads and streets as approved and directed by the Regional Traffic Engineer.
 - Place a state certified flagger on each leg of the intersection controlling a single lane of traffic. Appropriate signing as shown should be used for law enforcement and flagging operations. For detour signs see Figure TTC-34.
- Sign spacing distance should be 350'-500' where the posted speed limit is 45 mph or less, 500'-800' where the posted speed limit is greater than 45 mph.

Standard:

- Channelizing device spacing shall be on 20' centers or less.
- If room permits, a shadow vehicle with at least one rotating amber light or high intensity flashing or oscillating light should be parked 80'-120' in advance of the first work crew.
- For emergency situations (any non-planned operation) of 30 minutes or less duration, two rotating amber lights or high intensity amber flashing or oscillating lights mounted on the vehicle and visible for 360° shall be required in addition to the channelizing devices shown around the vehicle. Also, vehicle hazard warning signals shall be used.
- If the work space extends across a crosswalk, the crosswalk should be closed using the information and devices shown in Figure TTC-36.

Support:

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

1: Revision 1 - 4/1/2015

Page 6H-64 April 2015

Typical Traffic Control Turn Lane Closure Operation (Figure TTC-29.1)

NOTES

Guidance:

- Sign spacing distance should be 350'-500' where the posted speed limit is 45 mph or less, 500'-800' where the posted speed limit is greater than 45 mph.

Standard:

- On divided highways having a median wider than 8', right and left sign assemblies shall be required.
- To prevent accidental intrusion into the work area, channelizing device spacing shall not exceed 20' on centers.

Option:

- This layout may be used for either right or left turn lane closures.
- For a high volume of turning movements, additional traffic control devices, such as signs (graphic NO LEFT TURN (R3-2) or LEFT LANE MUST TURN LEFT (R3-7L)), channelizing devices and vehicles may be used.

Standard:

- Taper Length (L) shall be:

Speed Limit (mph)	Lane Width (Feet)
25	95
30	135
35	185
40	240
45	405
50	450
55	495
60	540
65	585
70	630

Shoulder Taper = 1/2 L Minimum

Buffer Space Length shall be:

Posted Speed Limit (mph)	Distance (Feet)
≤20	115 - 120
25	155 - 165
30	200 - 210
35	250 - 260
40	300 - 320
45	360 - 380
50	425 - 445
55	500 - 530
60	570 - 600
65	645 - 675
70	730 - 760

Guidance:

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

Support:

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

1: Revision 1 - 4/1/2015

Page 6H-74 April 2015

Typical Traffic Control Street Closure Operation with Detour (Figure TTC-34.1)

NOTES

Guidance:

- This plan should be used for streets without posted route numbers.
- On multi-lane streets, Detour signs with an Advance Turn Arrow should be used in advance of a turn.
- Sign spacing distance should be 225'-275' where the posted speed limit is 30 to 35 mph, and 100'-200' where the posted speed is 25 mph or less.
- If the road is opened for a significant distance beyond the intersection and/or there are significant origin/destination points beyond the intersection, the ROAD CLOSED (R11-2) and Detour Arrow (M4-10) signs on Type 3 Barricades should be located at the corners of intersecting roadway or the traveled way.

Option:

- Flashing warning lights and/or flags may be used to call attention to the advance warning signs.
- Flashing warning lights may be used on Type 3 Barricades.
- Detour signs may be located on the far side of intersections. A Detour sign with an advance arrow may be used in advance of a turn.
- A Street Name (M4-VPIa) plaque may be mounted with the Detour sign. The Street Name plaque may be either white on green or black on orange.

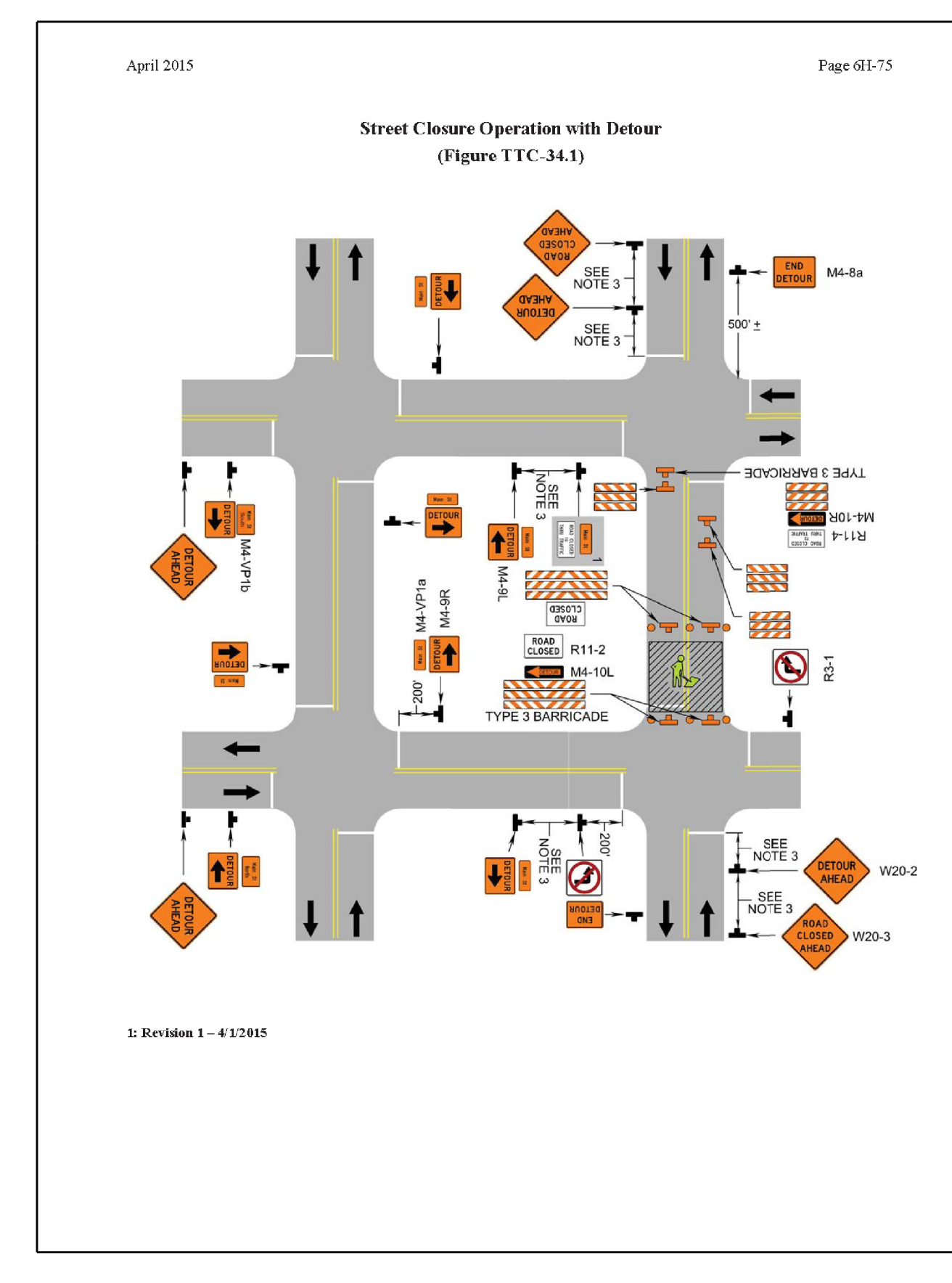
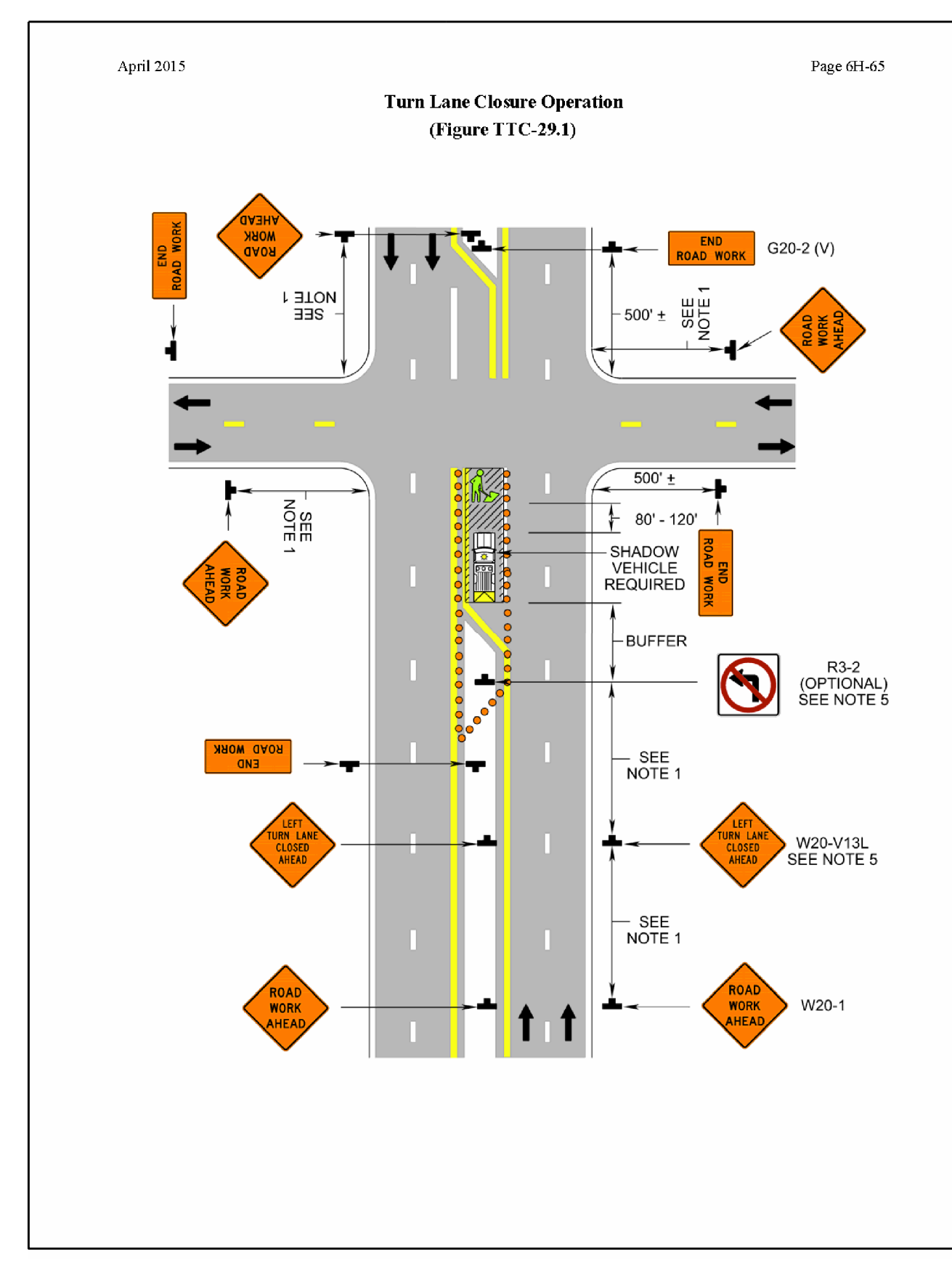
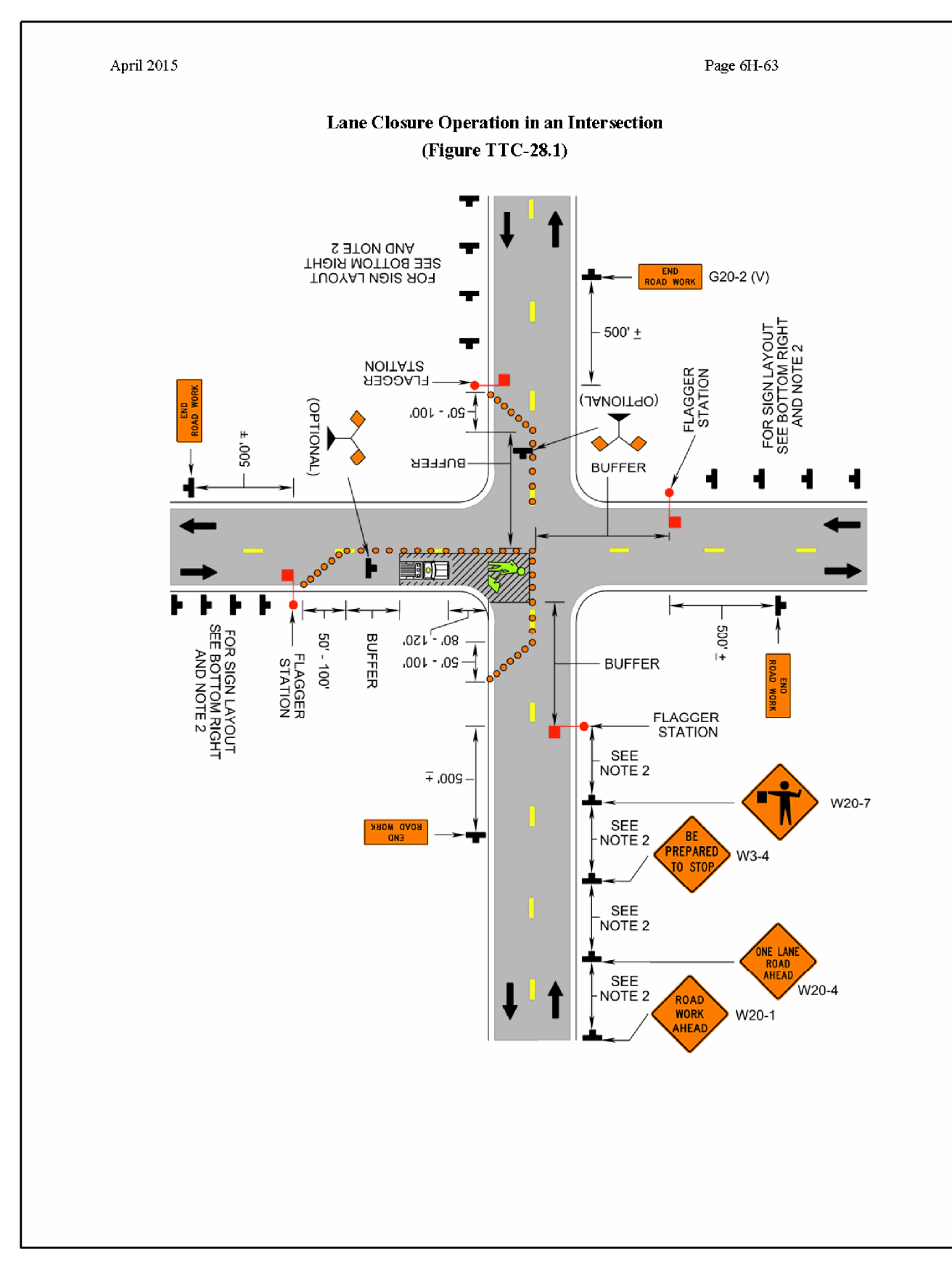
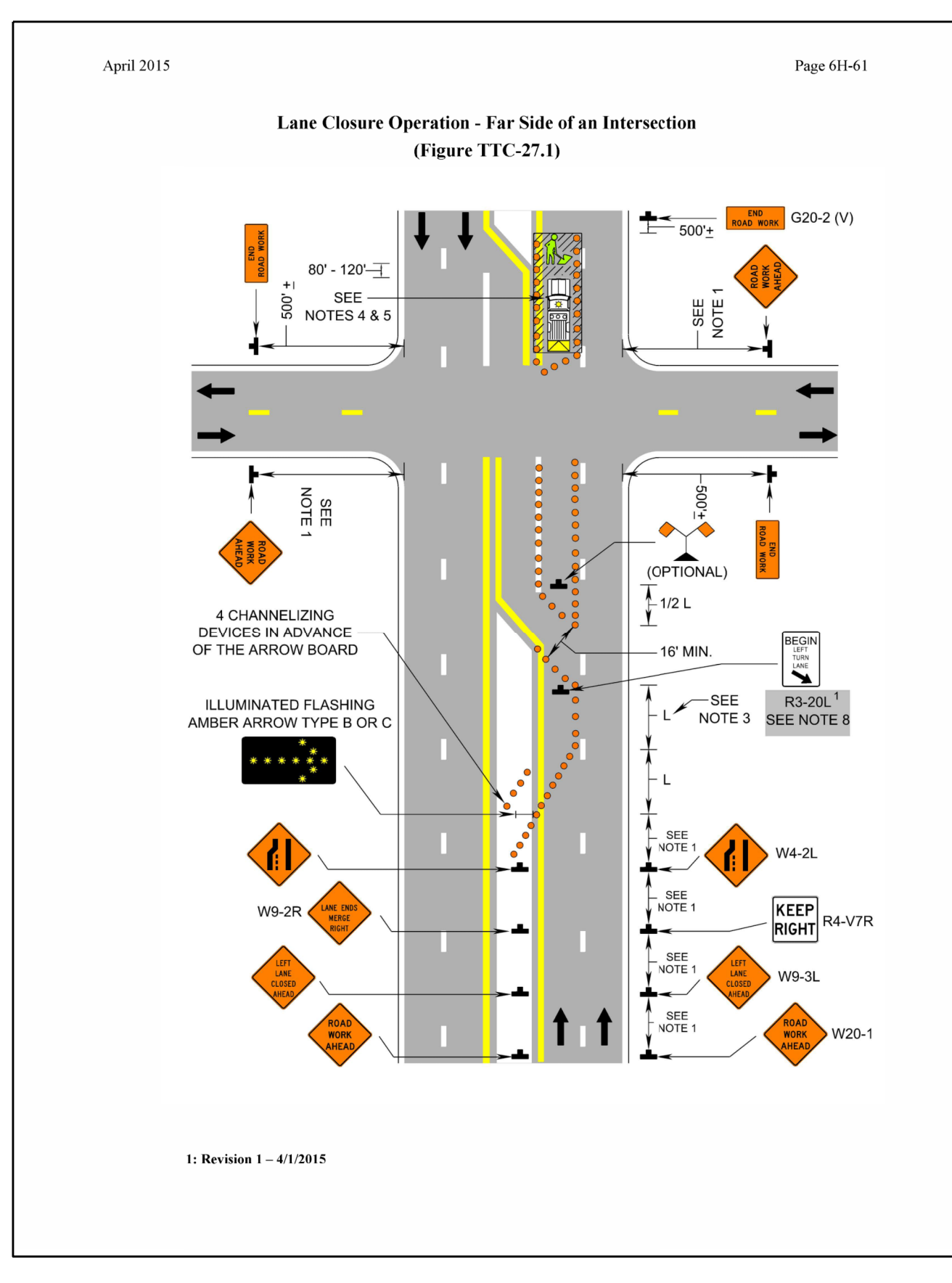
Standard:

- When used, the Street Name plaque shall be placed above the Detour sign.

Support:

- See Chapter 6I for additional information on incident management traffic control.

1: Revision 1 - 4/1/2015



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TMP/SOC TTC NOTES AND DETAILS



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TRANSPORTATION MANAGEMENT PLAN
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Town of Leesburg
 SUBMISSION DATE: 02/21/2018

ASSOCIATED PLAN NUMBER: **TLCI-2016-0002**
 VDOT PROJ. NO. **U000-253-312**

TOWN NUMBER: TBD

Sheet
 1S(3C) of 20

100% PLANS

Page 6H-90 April 2015

Typical Traffic Control Interior Lane Closure Operation on a Multi-Lane Roadway (Figure TTC-42.1)

NOTES

Guidance:

- Sign spacing distance should be 1300'-1500' for Limited Access highways, and on all other roadways 500'-800' where the posted speed limit is greater than 45 mph, and 350'-500' where the posted speed limit is 45 mph or less.
- Care should be exercised when establishing the limits of the work zone to insure maximum possible sight distance in advance of the transition, based on the posted speed limit and at least equal to or greater than the values in Table 6H-3. For Limited Access Highways a minimum of 1000' is desired.

Standard:

- On divided highways having a median wider than 8', right and left sign assemblies shall be required.
- Taper Length (L) and Channelizing Device Spacing shall be:

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

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

*Spacing may be increased to this distance but shall not exceed one access per 1/4 mile.

On roadways with paved shoulders having a width of 8 feet or more, channelizing devices shall be used to close the shoulder in advance of the taper to direct vehicular traffic to remain within the traveled way.

Minimum taper lengths for Limited Access Highways shall be 1000 feet.
Shoulder Taper = 1/4 L Minimum.

- The buffer space length shall be as shown in Table 6H-3 on Page 6H-5 for the posted speed limit.
- A shadow vehicle with either a Type B or C arrow board operating in the caution mode, or at least one high intensity amber rotating, oscillating, or flashing light shall be parked 80'-120' in advance of the first work crew. When the posted speed limit is 45 mph or greater, a truck-mounted attenuator shall be used.
- For long-term work zones existing conflicting pavement markings and markers shall be removed and temporary pavement markings and markers shall be installed per Figure TTC-60.

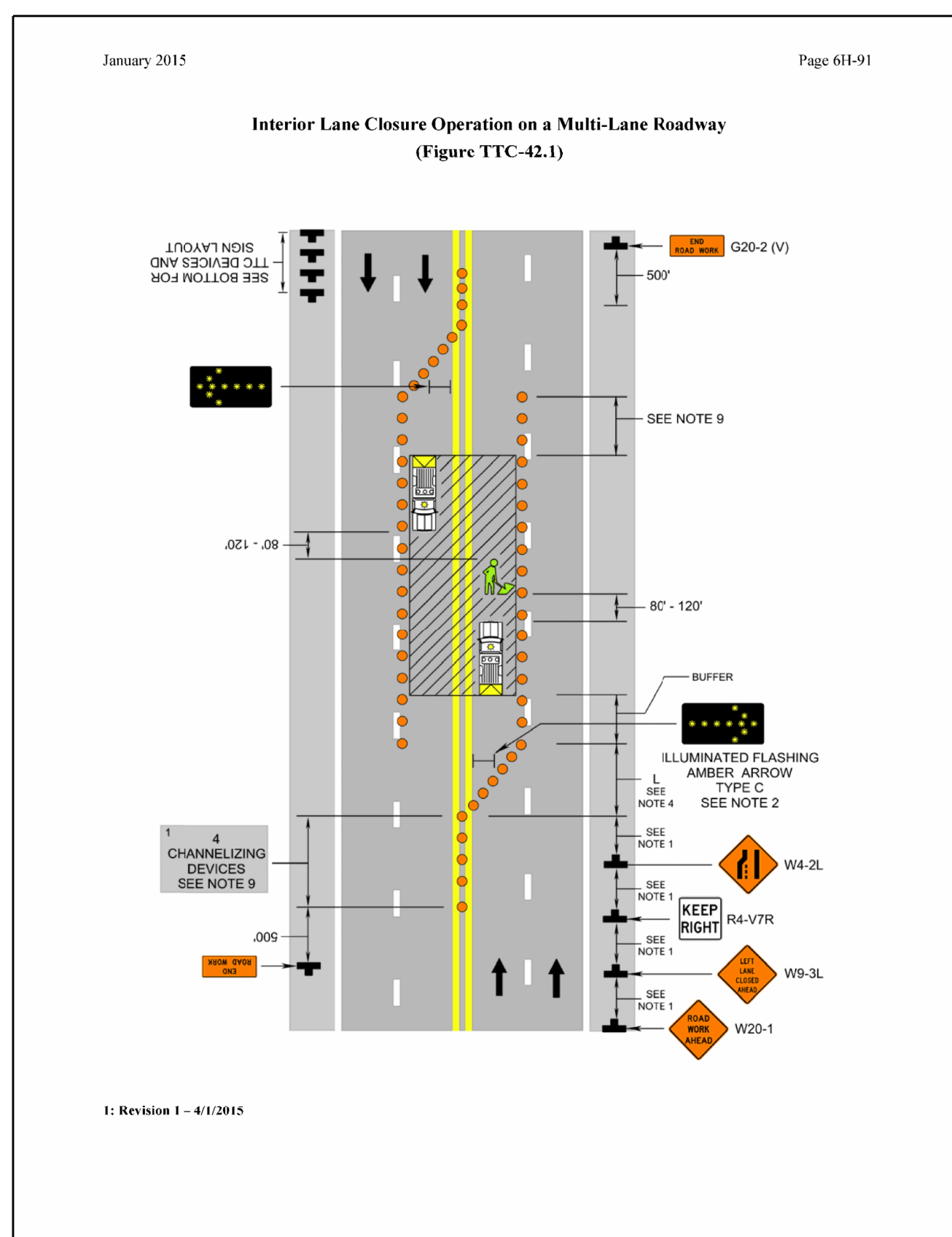
Option:

- For short-term stationary work (less than 3 days duration), lanes may be delineated by channelizing devices or removable pavement markings instead of temporary pavement markings.

Guidance:

- When channelizing devices have the potential of leading vehicular traffic out of the intended traffic space, the channelizing devices should be extended a distance with 4 additional channelizing devices beyond the downstream end of the transition area as depicted.
- For locations with a high volume of left turning movements, the graphic NO LEFT TURN (R3-2) signs should be used.

1: Revision 1 - 4/1/2015



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Typical Traffic Control Signing for Project Limits (Figure TTC-53.0)

NOTES

Support:

- This layout depicts signing requirements for notifying motorist when they are entering and exiting a potential construction/maintenance area with a duration equal to or greater than 60 days.

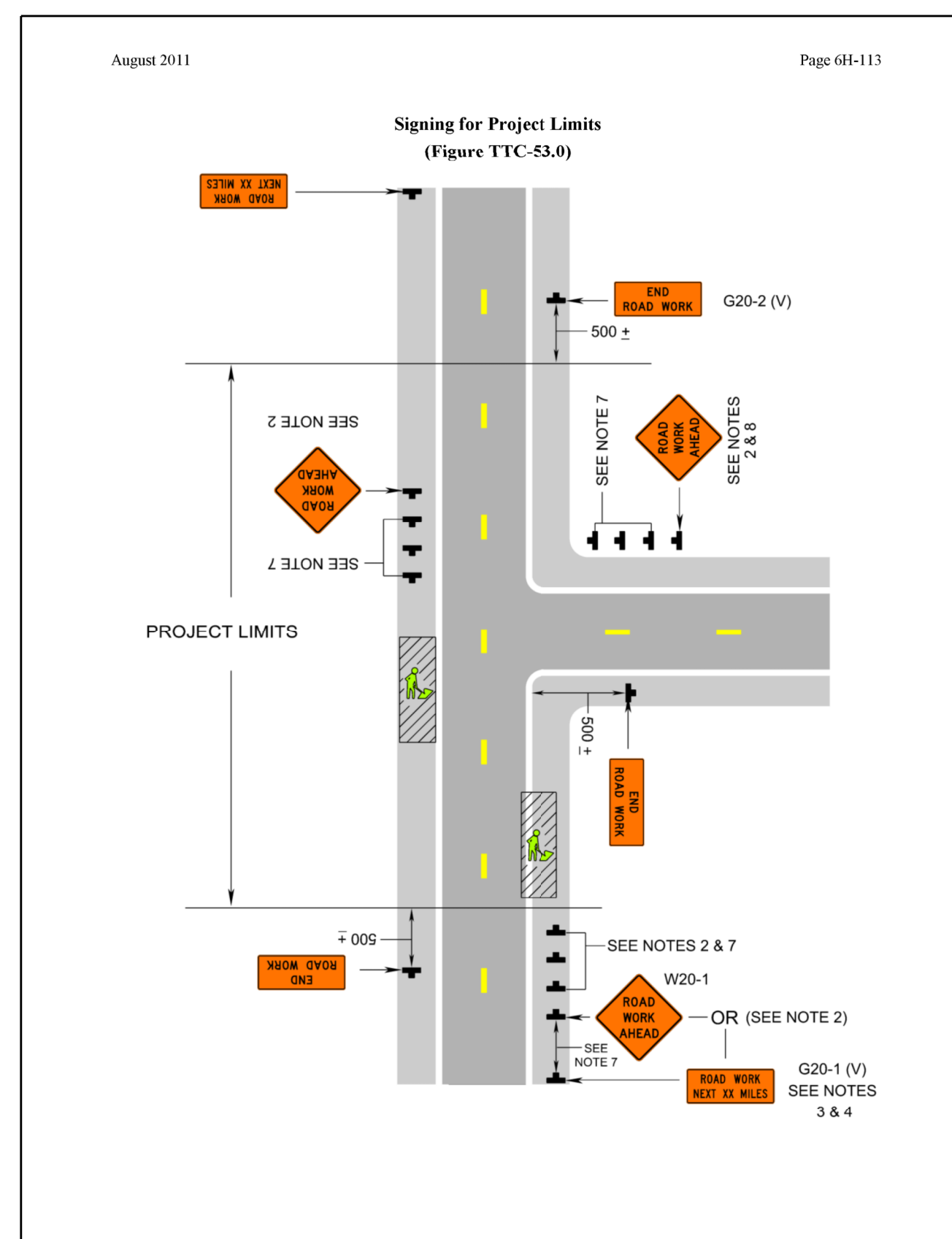
Standard:

- The ROAD WORK AHEAD (W20-1) sign or the ROAD WORK NEXT XX MILES (G20-1 (V)) sign shall be placed far enough in advance of the project limits so that other warning signs in a series may be adequately placed prior to the condition they are warning about.
- The ROAD WORK NEXT XX MILES sign shall be used for projects with activity areas greater than 2 miles in length, or when multiple work activities (such as pavement patching, guardrail installations, shoulder restoration, etc.) occur along a highway.
- The distance displayed on the ROAD WORK NEXT XX MILES sign shall be stated to the nearest whole mile from the point of installation to the END ROAD WORK (G20-2 (V)) sign.
- On divided highways having a median wider than 8', right and left sign assemblies shall be required.

Guidance:

- For projects with activity areas 2 miles or less in length, the ROAD WORK AHEAD sign should be the first sign motorist encounter.
- Sign spacing should be 1300'-1500' for Limited Access highways. For all other roadways, the sign spacing should be 500'-800' where the posted speed limit is greater than 45 mph, and 350'-500' where the posted speed limit is 45 mph or less.
- Sign spacing may be increased to this distance but shall not exceed one access per 1/4 mile.
- All connections within the project limits should be identified with signs indicating to motorist they are entering or exiting a potential construction/maintenance area.

1: Revision 1 - 4/1/2015



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Typical Traffic Control End of Day Signing for Full Paving Operations on a Multi-Lane Roadway (Figure TTC-58.1)

NOTES

Standard:

- On divided highways having a median wider than 8', right and left sign assemblies shall be used. Median barrier is considered to be part of the shoulder and its measurement shall be used to determine the total width of the shoulder.
- The maximum pavement edge drop-off between traffic lanes shall be 2 inches or less.
- Open travel lane(s) shall not be exposed to more than 2 to 3 mile sections of milled or uneven surface.
- A portable changeable message sign with "ROUGH ROAD AHEAD" and other appropriate messages shall be used.
- A BUMP (W8-1) sign shall be placed in advance of the end of the pavement drop-off.
- The Regional Traffic Engineer shall determine speed reductions.
- The ROUGH ROAD (W8-8), UNMARKED PAVEMENT AHEAD (W8-V4) and BUMP signs shall be adjusted daily with the work operation and their sign stand shall be supported with a sand bag weighing approximately 25-pounds on each leg or two (2) drum collar weights positioned on the center of the sign stand. Additional ROUGH ROAD and UNMARKED PAVEMENT AHEAD signs shall be installed every 2 miles.
- Where conditions warrant, ROUGH ROAD and BUMP signs shall be installed 350' ± in advance of the affected roadway surface on entrance ramps, and BUMP signs shall be installed 500' ± in advance of unaffected roadway surface on exit ramps.
- All signs shall be post-mounted at locations after 72 consecutive hours of non-work activities.

Guidance:

- Sign spacing distance should be 1300'-1500' for Limited Access highways, and on all other roadways 500'-800' where the posted speed limit is greater than 45 mph, and 350'-500' where the posted speed limit is 45 mph or less.

Option:

- Only traffic control signage for partial pavement resurfacing is shown. Other devices may be used for the control of traffic through the work area.
- Temporary pavement markers spaced at 10 foot centers for two-way traffic centerlines or three per slip lane for lane division lines may be added as directed by the engineer.
- The LOW SHOULDER (W8-9) sign may be used to warn of a shoulder condition where there is an elevation difference of less than 2 inches between the shoulder and the travel lane.

Standard:

- If used, the LOW SHOULDER sign shall be repeated at 1 mile intervals if the condition extends over a distance in excess of 1 mile.
- The SHOULDER DROP OFF (W8-V5) sign shall be used when an unprotected shoulder drop-off, adjacent to the travel lane, exceeds 2 inches depth between the shoulder and the travel lane. Where the condition extends over a distance in excess of 1 mile, the sign shall be repeated at 1 mile intervals.

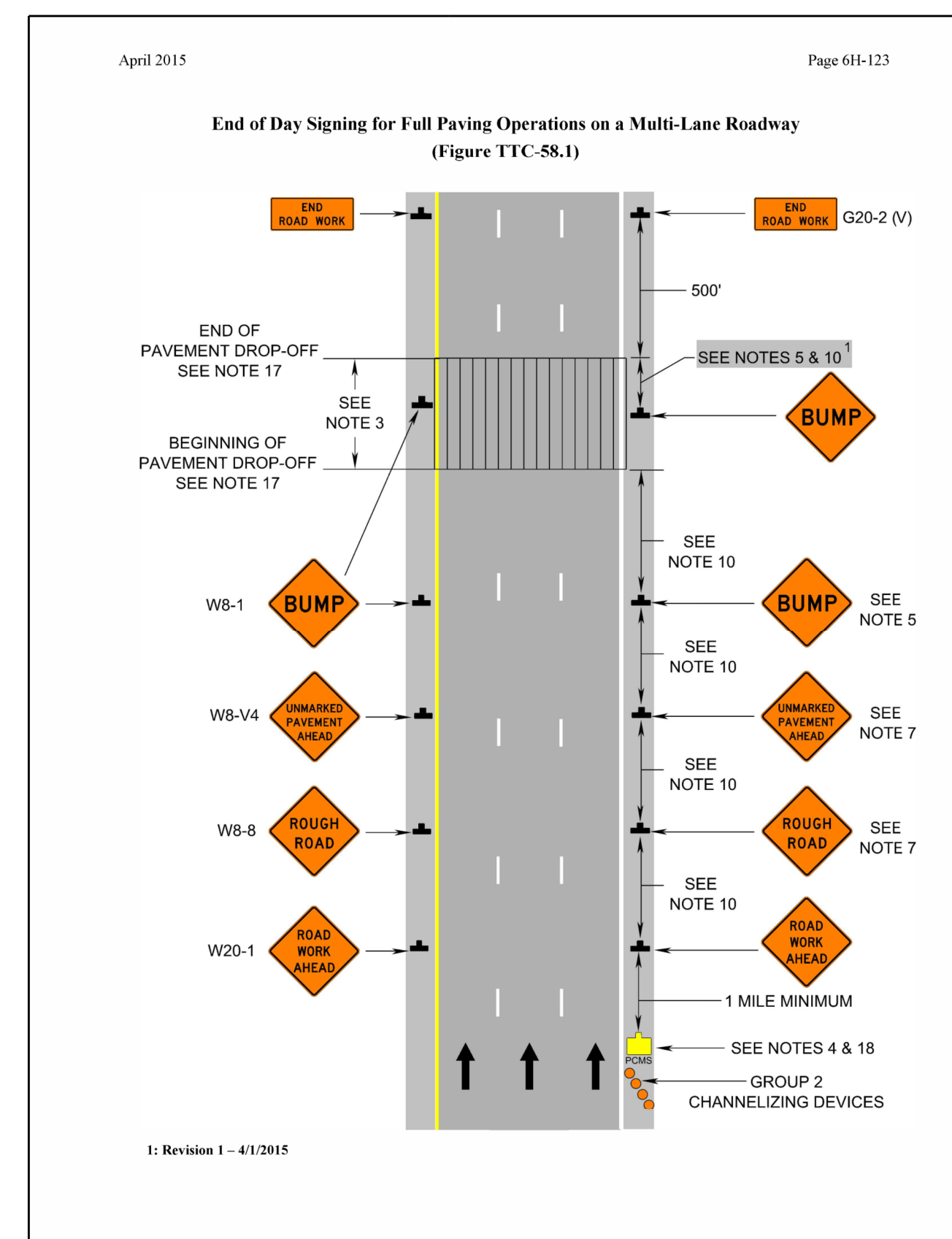
Option:

- The SHOULDER DROP OFF sign may be eliminated if a 6:1 (desirable) to 4:1 (minimum) wedge is used between the travel lane and the shoulder.

Standard:

- A temporary pavement wedge shall be constructed of surface mix asphalt a minimum of three (3) feet in length for every inch of depth of pavement milling on the approach and departure end of the milled travel lane(s). Refer to Standard ACOT-1 of the Road and Bridge Standards for details.
- A minimum of four (4) drum channelizing devices shall be placed on the shoulder in advance of the PCMS in a taper for delineation (see Figure 6F-6).

1: Revision 1 - 4/1/2015



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Typical Traffic Control End of Day Signing for Paving Operations on a Two-Lane Roadway (Figure TTC-59.1)

NOTES

Standard:

- Open travel lane(s) shall not be exposed to more than 2 to 3 mile sections of milled or uneven surface.
- The maximum pavement edge drop-off shall be 2 inches or less.
- NO CENTER LINE (W8-12) sign shall be installed whenever the centerline has been obliterated or until permanent pavement markings have been installed. The sign shall be installed in both directions when the centerline is not present. In addition, NO CENTER LINE signs shall be installed every mile if the unmarked area is less than 3 miles, or every 2 miles if the unmarked area is longer than 4 miles.
- A DO NOT PASS (R4-1) sign shall be used when the centerline has been obliterated or until pavement markings have been installed. The DO NOT PASS sign shall be installed after the NO CENTER LINE sign and their sign stand shall be supported with a sand bag weighing approximately 25-pounds on each leg or two (2) drum collar weights positioned on the center of the sign stand. Thereafter the DO NOT PASS sign shall be installed every mile if the unmarked area is less than 3 miles or every 2 miles if the unmarked area is longer than 4 miles.
- In the vicinity of a turning lane a BUMP (W8-1) sign shall be installed.
- The UNEVEN LANES (W8-11) sign and BUMP sign shall be adjusted daily with the work operation and their sign stand shall be supported with a sand bag weighing approximately 25-pounds on each leg or two (2) drum collar weights positioned on the center of the sign stand. Additional UNEVEN LANES signs shall be installed every mile.
- Signs shall be post-mounted at locations after 72 consecutive hours of non-work activities.

Guidance:

- Sign spacing distance should be 350'-500' where the posted speed limit is 45 mph or less, and 500'-800' where the posted speed limit is greater than 45 mph.

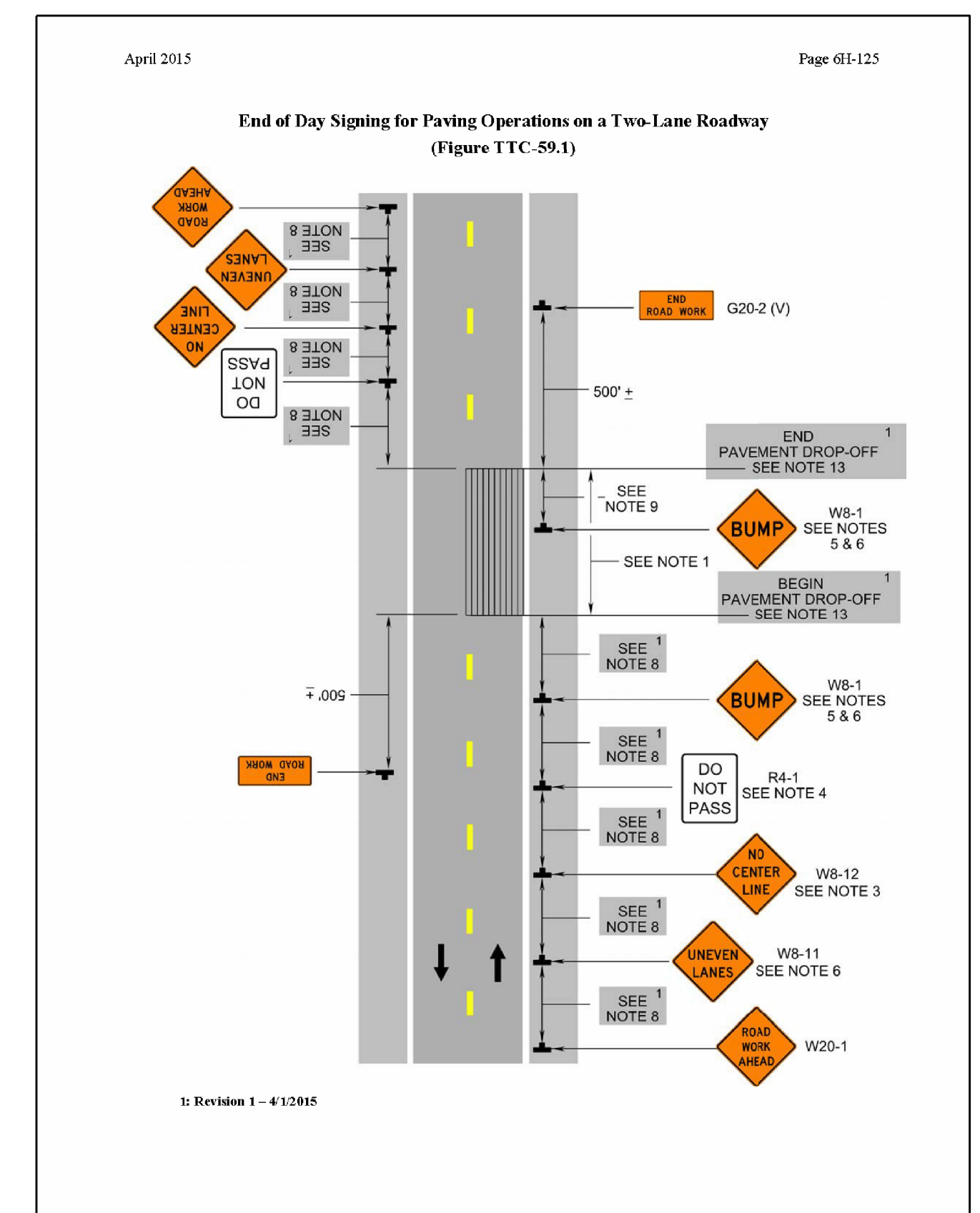
Option:

- Only traffic control signage for pavement resurfacing is shown. Other devices may be used for the control of traffic through the work area.
- The LOW SHOULDER (W8-9) sign may be used to warn of a shoulder condition where there is an elevation difference of less than 2 inches between the shoulder and the travel lane.

Standard:

- The LOW SHOULDER sign shall be repeated at 1 mile intervals where there is an elevation difference of less than 2 inches between the shoulder and the travel lane extends over a distance in excess of 1 mile.
- If pavement marking cannot be installed in accordance with Section 704.03 of the Road and Bridge Specifications, then yellow temporary pavement markers spaced at 10 foot centers for two-way traffic shall be placed along the centerline for lane division. No edge markers will be required.
- A temporary pavement wedge shall be constructed of surface mix asphalt a minimum of three (3) feet in length for every inch of depth of pavement milling on the approach and departure end of the milled travel lane(s). Refer to Standard ACOT-1 of the Road and Bridge Standards for details.

1: Revision 1 - 4/1/2015



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TMP/SOC TTC NOTES AND DETAILS

Page 6H-126 August 2011

Typical Traffic Control
Temporary Pavement Marking and Marker Guidelines
(Figure TTC-60.0)

NOTES

Standard:

1. Unless otherwise noted, construction pavement marking lane lines in transitions shall be 8 inches in width.
2. For long-term stationary work (more than 3 days duration), existing conflicting pavement markings shall be removed and temporary markings shall be installed.
3. Temporary pavement markers, on 20 foot center to center spacing, shall be installed in transitions.
4. Conflicting permanent pavement markers shall be covered or removed.
5. Eradication of existing pavement markings shall be as shown in Figure TTC-55.

Option:

6. Temporary pavement markers on a 40' center to center spacing may be added between transitions shifting tapers as directed by the engineer.
7. For short-term stationary work (less than 3 days duration), lanes may be delineated by retroreflectORIZED channelizing devices or removable pavement marking instead of temporary pavement markings.

August 2011 Page 6H-127

Temporary Pavement Marking and Marker Guidelines
(Figure TTC-60.0)

NOTE: REFER TO TTC-41 FOR ADDITIONAL GUIDANCE.

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to Make Your Vision Reality

PROJECT NAME: SYCOLIN ROAD WIDENING PHASE IV
FROM CLAUDIA DRIVE TO TOLBERT LANE S.E.
TRANSPORTATION MANAGEMENT PLAN
AND SEQUENCE OF CONSTRUCTION

Town of Leesburg
Loudoun County, Virginia
SUBMISSION DATE: 02/21/2018

ASSOCIATED PLAN
C.I.P. NUMBER: **TLCI-2016-0002**
VDOT PROJ. NO. **U000-253-312**

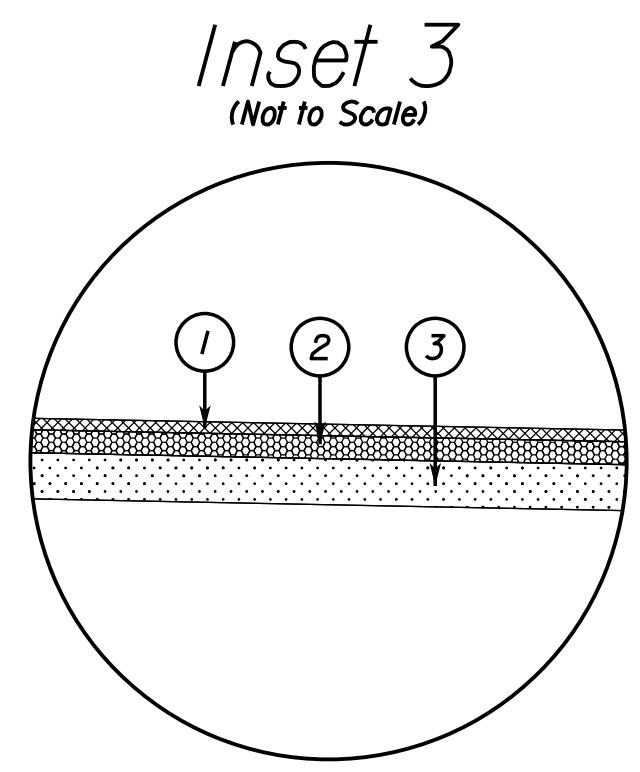
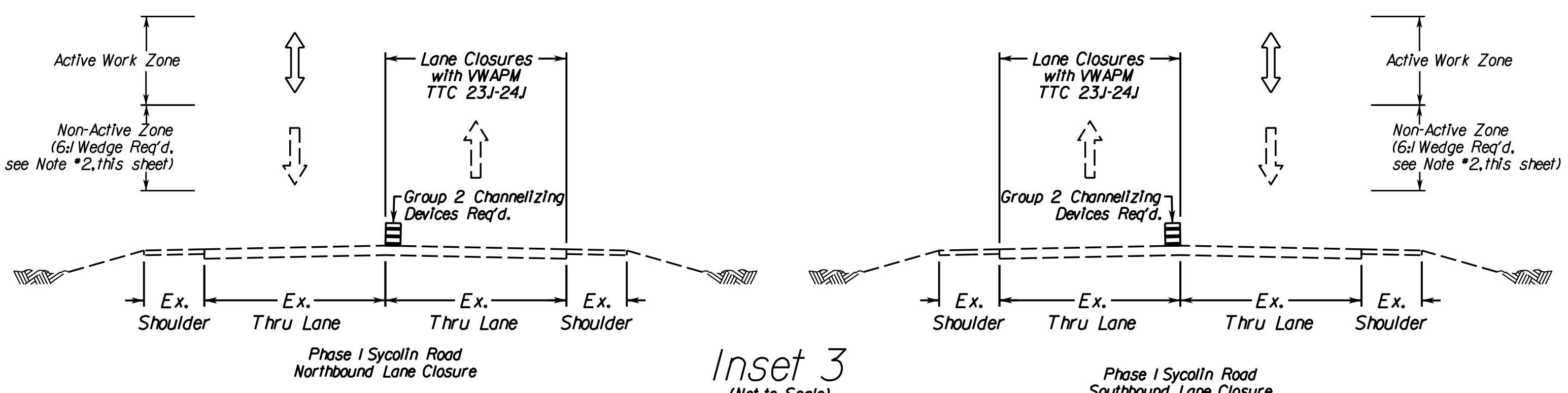
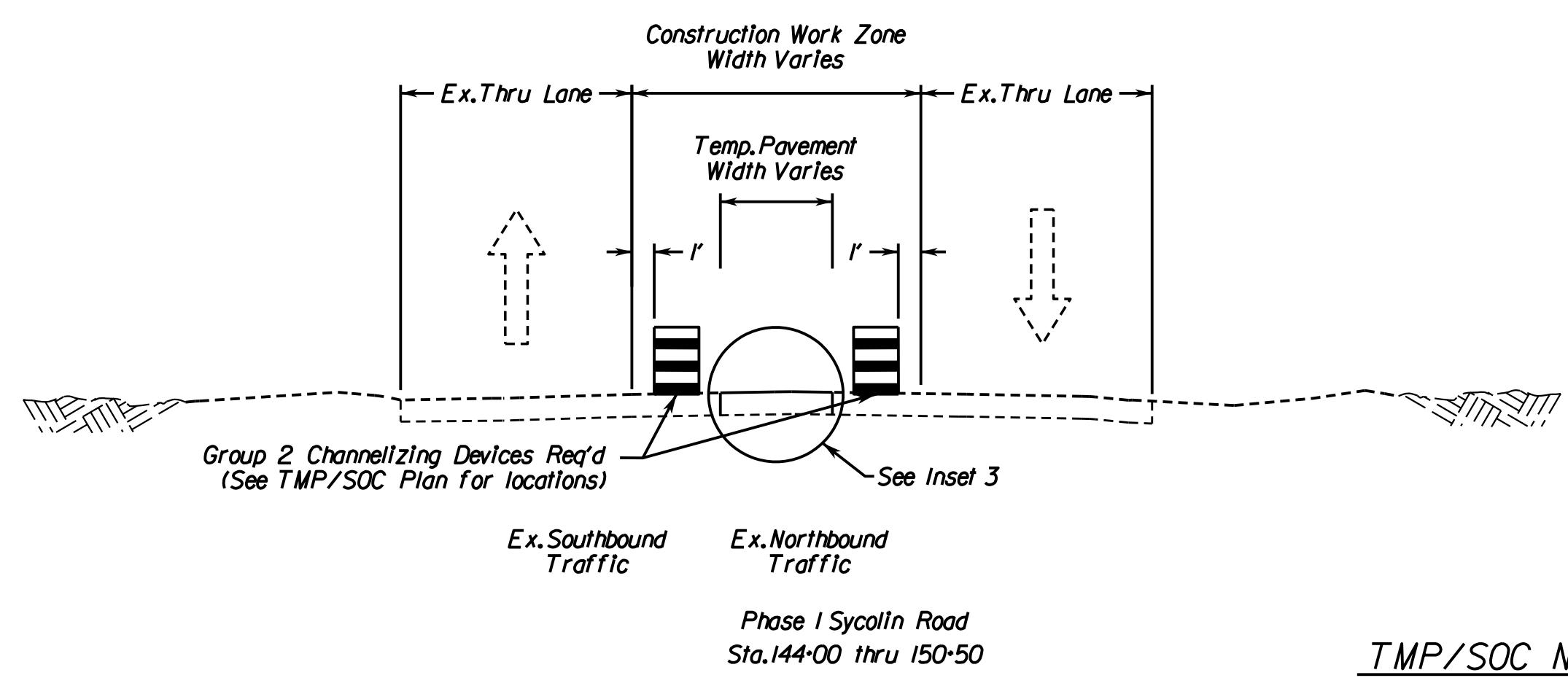
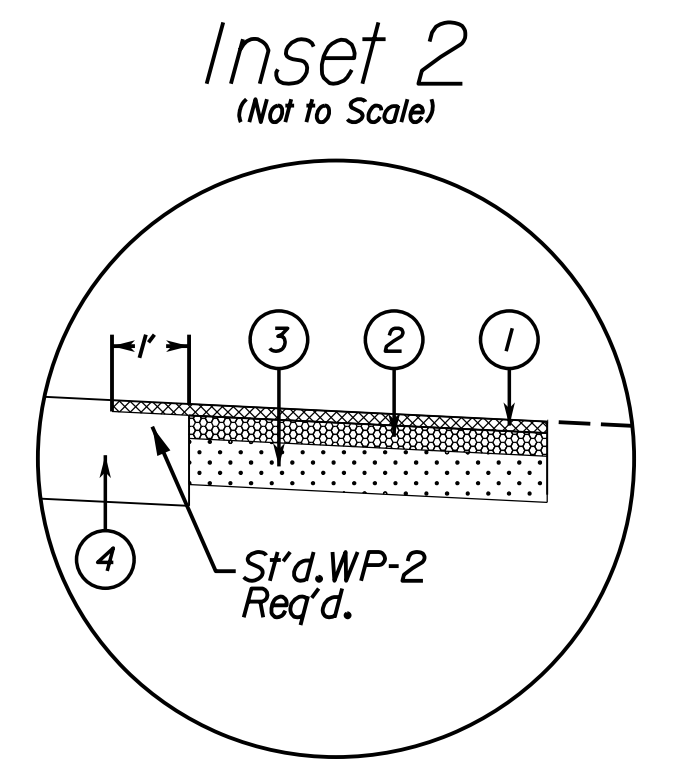
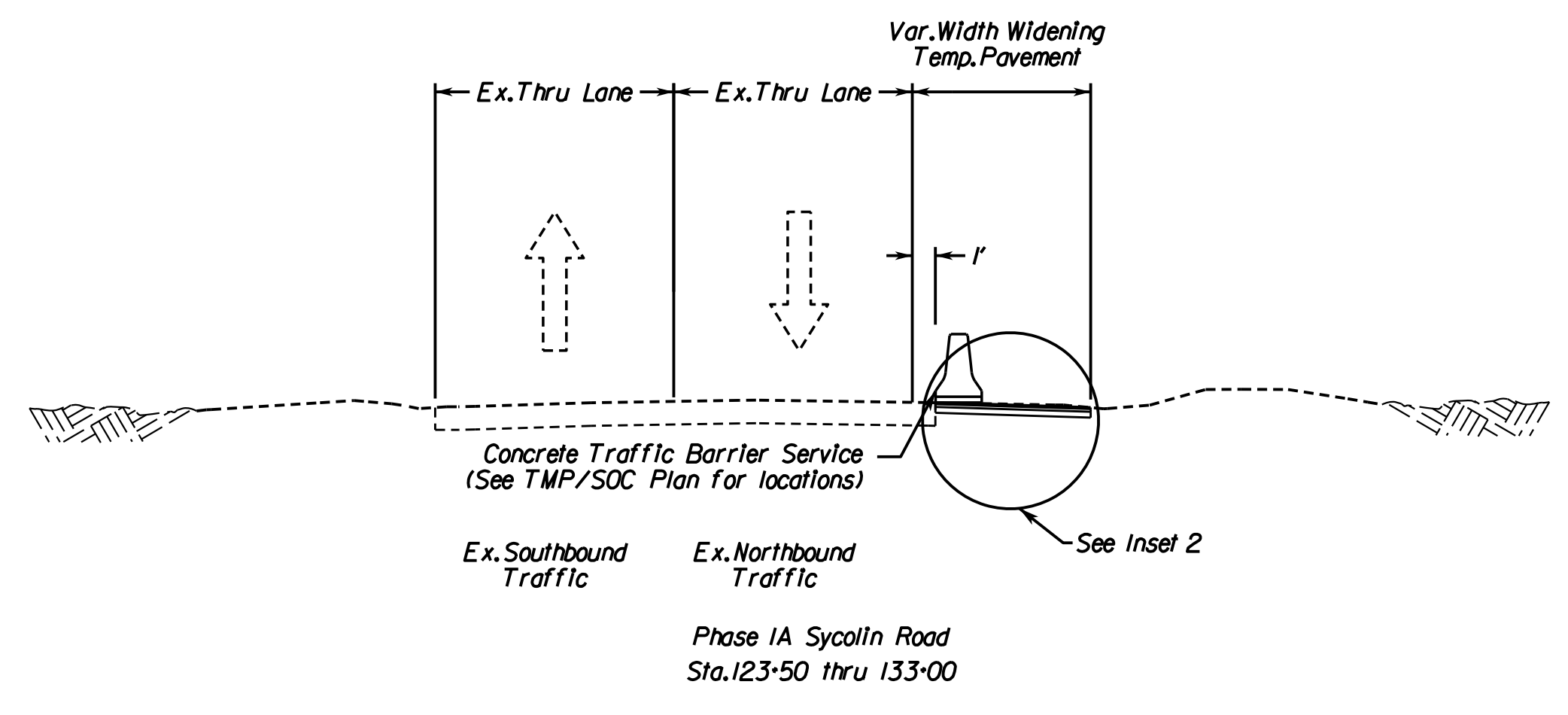
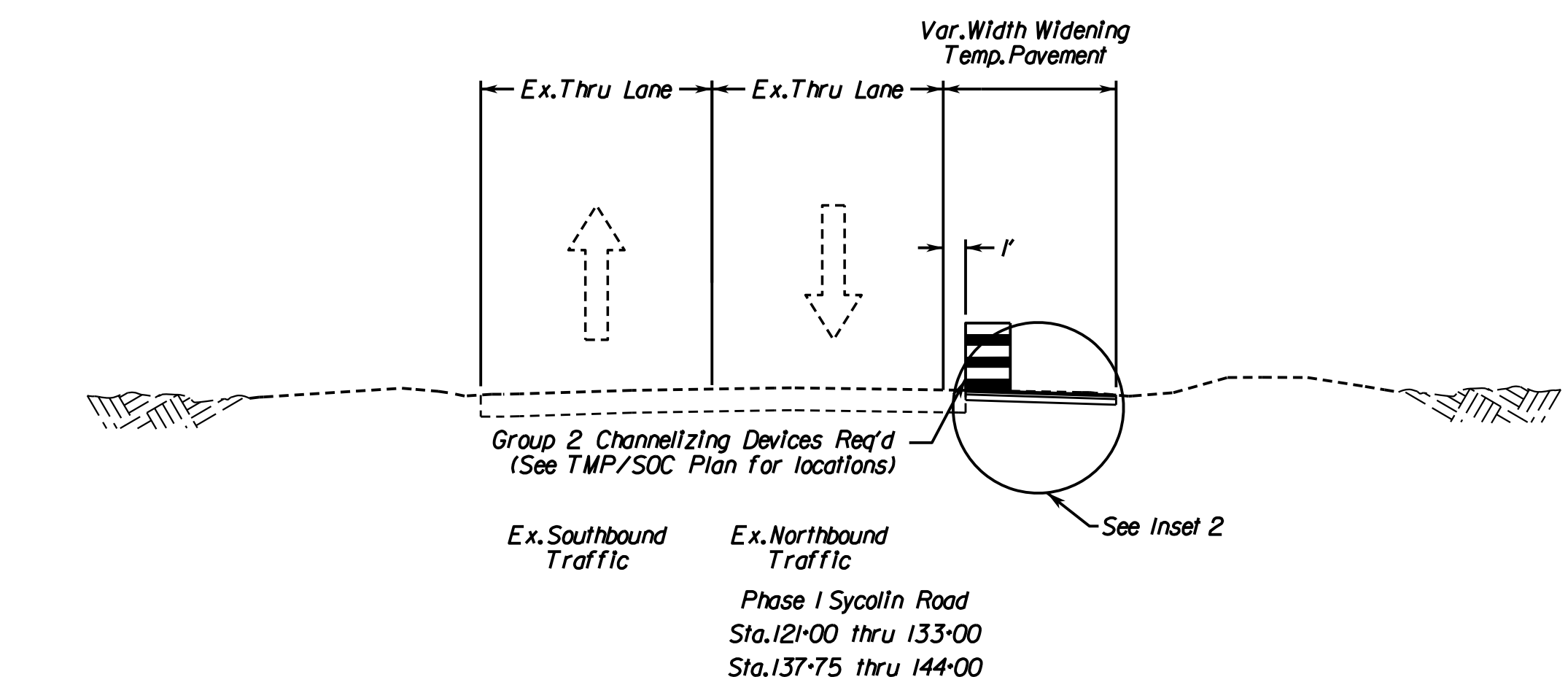
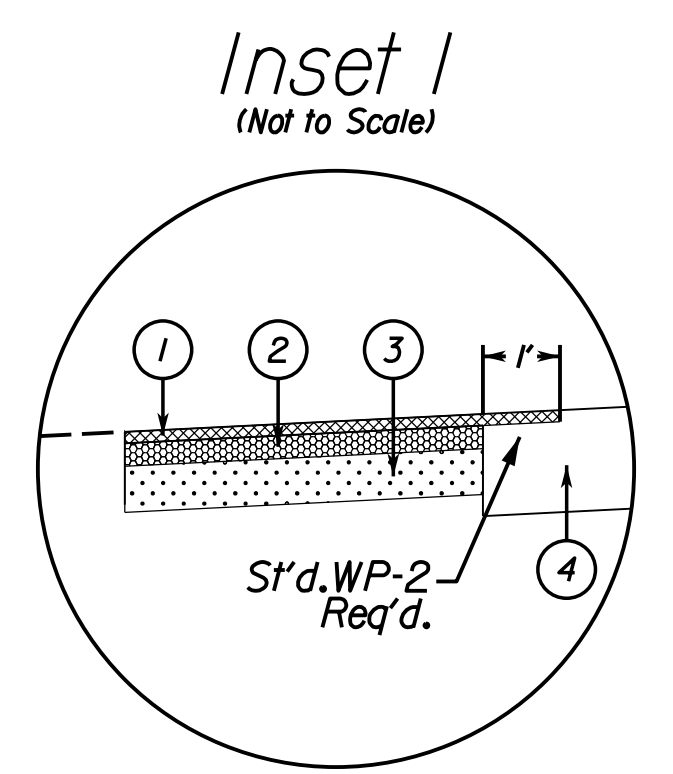
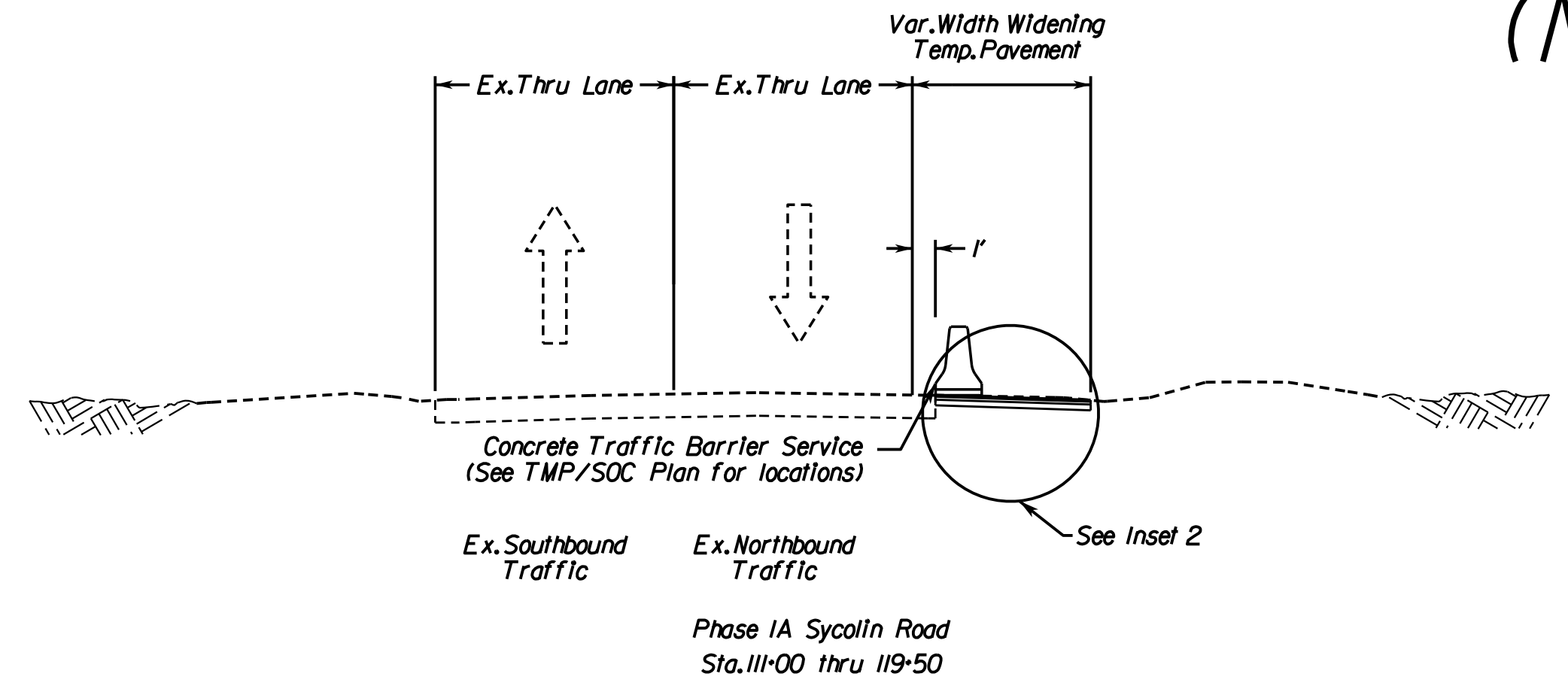
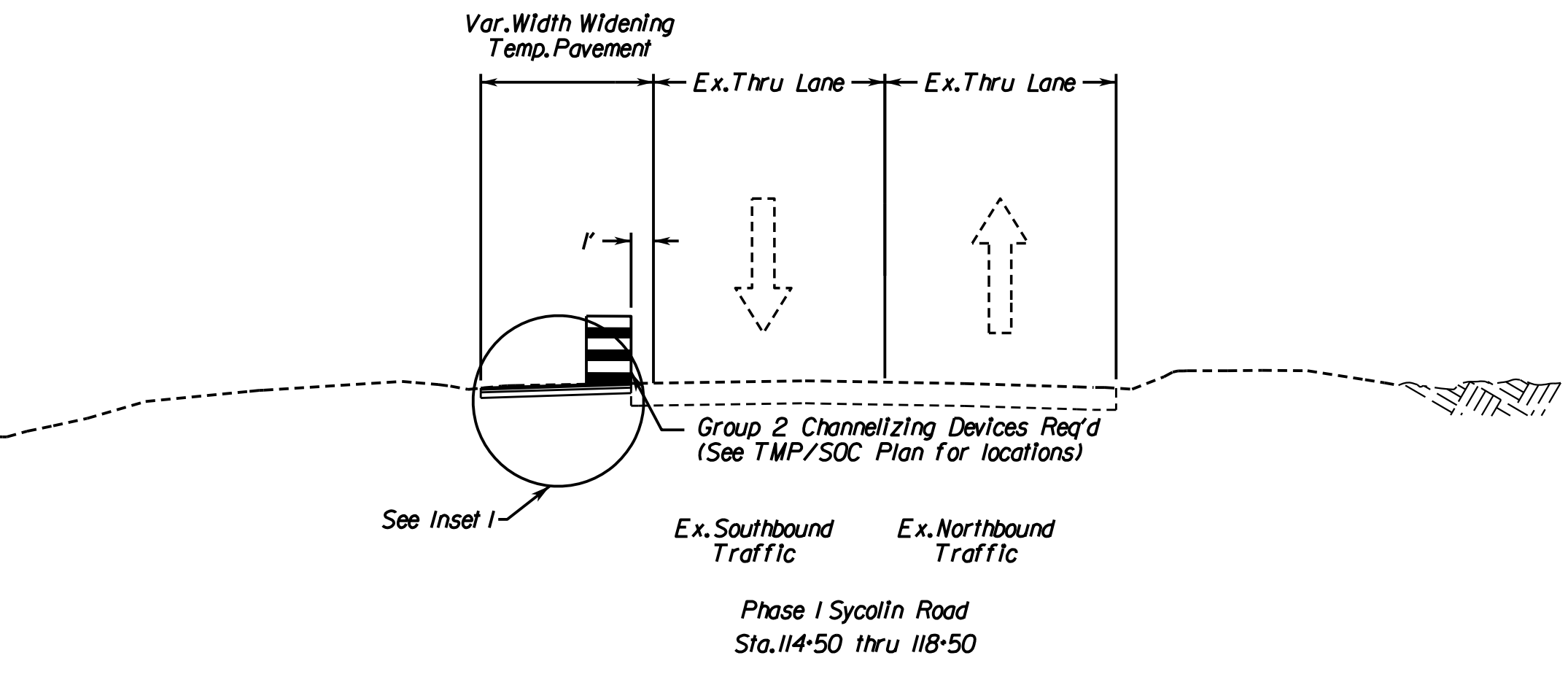
TOWN NUMBER: TBD

Sheet
15(3D) of 20

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 DESIGN SUPERVISED BY: Mark A. Gunn, P.E., (703) 368-7373
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TMP/SOC PHASE I TYPICAL SECTIONS (Not to Scale)



- TMP/SOC Notes**
- Lane closures to occur only when work zone is active (See Note 1c, Sheet 1S)
 - When the Construction Zone is non-Active, 6' Wedge shall be installed. See General Note *11, Sheet 1J for details on 6' wedge. Group 2 Channelizing Devices to be placed in accordance with TTC-4D to permit two-way traffic.
 - When traffic is designated to remain in existing travel lanes, existing lane width shall be maintained at all times.
 - Contractor shall maintain access to all entrances, except when noted/shown, per coordination with the Town of Leesburg.

- INSET DESIGN LEGEND**
- Surface Course - (1.5') Asp. Conc. Type SM-9.5D
 - Base Course - (3.0') Asp. Conc. Type BM-25.0A
 - Subbase Course - (6.0') Agg. Base Material Type *21B
 - Existing Pavement

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 Loudoun County, Virginia

Town of Leesburg
 SUBMISSION DATE: 02/21/2018

Adam D. WELSCHENBACH
Lic. No. 044359
PROFESSIONAL ENGINEER

Adam Welschenbach
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C.I.P. NUMBER: **TLCI-2016-0002**
VDOT PROJ. NO. **U000-253-312**

TOWN NUMBER: TBD

Sheet
1T of 20

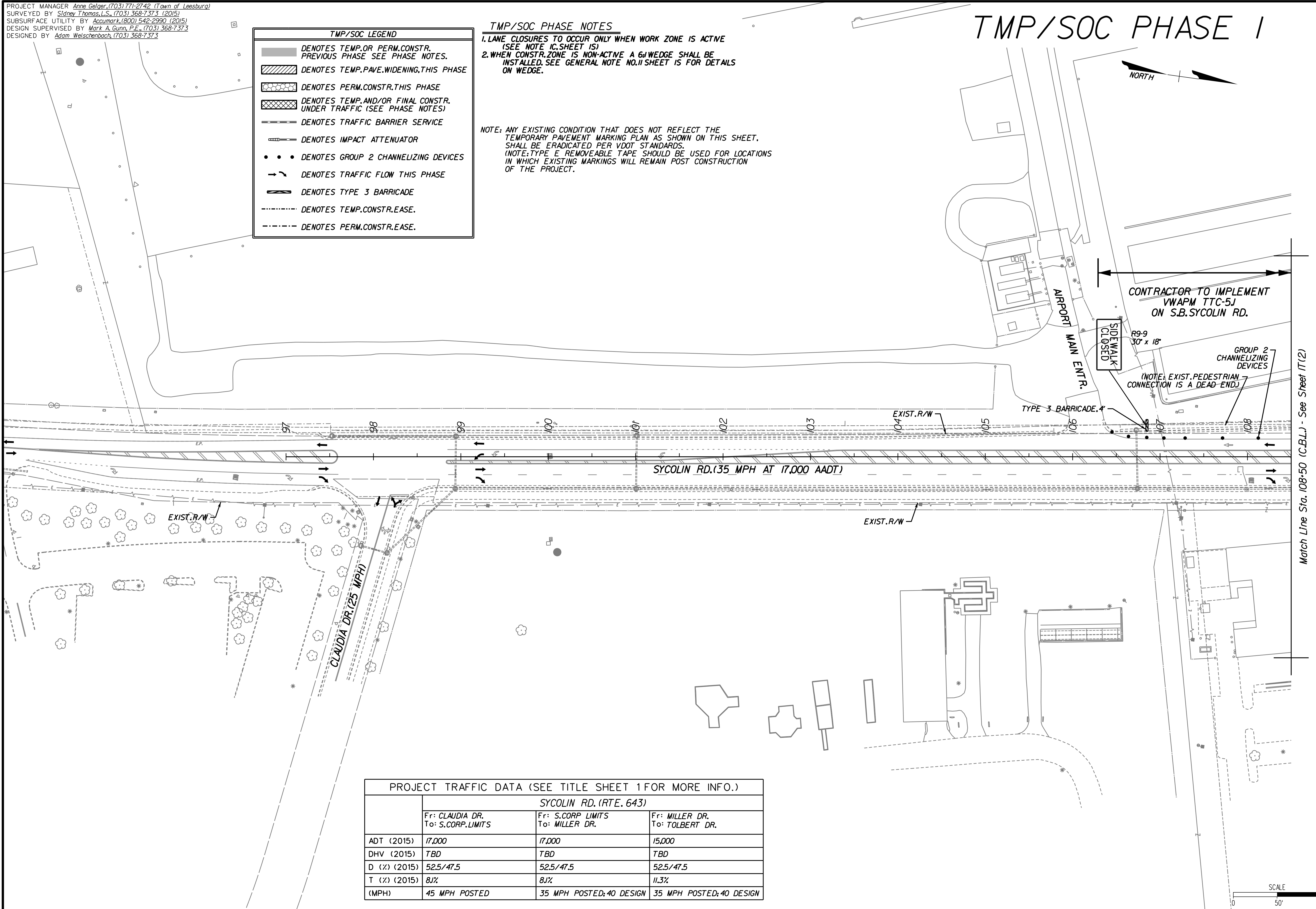
PROJECT MANAGER: Anne Geisler, (703) 771-2742 (Town of Leesburg)
 SURVEYED BY: Sidney Thomas, L.S., (703) 368-7373 (2015)
 SUBSURFACE UTILITY BY: AccuMark, (800) 542-2990 (2015)
 DESIGN SUPERVISED BY: Mark A. Gunn, P.E., (703) 368-7373
 DESIGNED BY: Adam Welschenbach, (703) 368-7373

TMP/SOC LEGEND	
	DENOTES TEMP. OR PERM. CONSTR. PREVIOUS PHASE SEE PHASE NOTES.
	DENOTES TEMP. PAVE. WIDENING, THIS PHASE
	DENOTES PERM. CONSTR. THIS PHASE
	DENOTES TEMP. AND/OR FINAL CONSTR. UNDER TRAFFIC (SEE PHASE NOTES)
	DENOTES TRAFFIC BARRIER SERVICE
	DENOTES IMPACT ATTENUATOR
	DENOTES GROUP 2 CHANNELIZING DEVICES
	DENOTES TRAFFIC FLOW THIS PHASE
	DENOTES TYPE 3 BARRICADE
	DENOTES TEMP. CONSTR. EASE.
	DENOTES PERM. CONSTR. EASE.

TMP/SOC PHASE NOTES
 1. LANE CLOSURES TO OCCUR ONLY WHEN WORK ZONE IS ACTIVE (SEE NOTE 1C, SHEET 1S)
 2. WHEN CONSTR. ZONE IS NON-ACTIVE A 6" WEDGE SHALL BE INSTALLED. SEE GENERAL NOTE NO. II SHEET 1S FOR DETAILS ON WEDGE.

NOTE: ANY EXISTING CONDITION THAT DOES NOT REFLECT THE TEMPORARY PAVEMENT MARKING PLAN AS SHOWN ON THIS SHEET, SHALL BE ERADICATED PER VDOT STANDARDS. (NOTE: TYPE E REMOVEABLE TAPE SHOULD BE USED FOR LOCATIONS IN WHICH EXISTING MARKINGS WILL REMAIN POST CONSTRUCTION OF THE PROJECT.)

TMP/SOC PHASE I



PROJECT TRAFFIC DATA (SEE TITLE SHEET 1 FOR MORE INFO.)			
SYCOLIN RD. (RTE. 643)			
	Fr: CLAUDIA DR. To: S.CORP. LIMITS	Fr: S.CORP. LIMITS To: MILLER DR.	Fr: MILLER DR. To: TOLBERT DR.
ADT (2015)	17,000	17,000	15,000
DHV (2015)	TBD	TBD	TBD
D (%) (2015)	52.5/47.5	52.5/47.5	52.5/47.5
T (%) (2015)	8.1%	8.1%	11.3%
(MPH)	45 MPH POSTED	35 MPH POSTED; 40 DESIGN	35 MPH POSTED; 40 DESIGN

ENGINEER: **Rinker Design Associates, P.C.**
 Engineering • Surveying • Land Planning • Transportation • Environmental Services
 6000 Decoye Blvd., Suite 200, Manassas, Virginia 20108 on the web @ www.rinker.com
 Telephone: (703) 368-7373 Fax: (703) 375-5443
 E-mail: info@rinker.com
 to Make Your Vision Reality

PROJECT MANAGER: MARK A. GUNN, P.E.

PROJECT NAME: **SYCOLIN ROAD WIDENING PHASE IV**
 FROM CLAUDIA DRIVE TO TOLBERT LANE S.E.
 TRANSPORTATION MANAGEMENT PLAN
 AND SEQUENCE OF CONSTRUCTION

Loudoun County, Virginia
 Town of Leesburg
 SUBMISSION DATE: 02/21/2018

COMMONWEALTH OF VIRGINIA
 ADAM D. WELSCHENBACH
 Lic. No. 044359
 PROFESSIONAL ENGINEER

Adam Welschenbach
 2018.02.22 14:39:59 -05'00'

ASSOCIATED PLAN NUMBER: **TLCI-2016-0002**
 C.I.P. NUMBER: **U000-253-312**
 VDOT PROJ. NO. **U000-253-312**

TOWN NUMBER: TBD

Sheet 11(1) of 20

PROJECT MANAGER: Anne Geiger, (703) 771-2742 (Town of Leesburg)
SURVEYED BY: Sidney Thomas, L.S., (703) 368-7373 (2015)
SUBSURFACE UTILITY BY: Accumark, (800) 542-2990 (2015)
DESIGN SUPERVISED BY: Mark A. Guno, P.E., (703) 368-7373
DESIGNED BY: Adam Welschenbach, (703) 368-7373

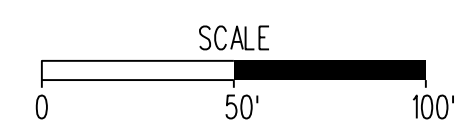
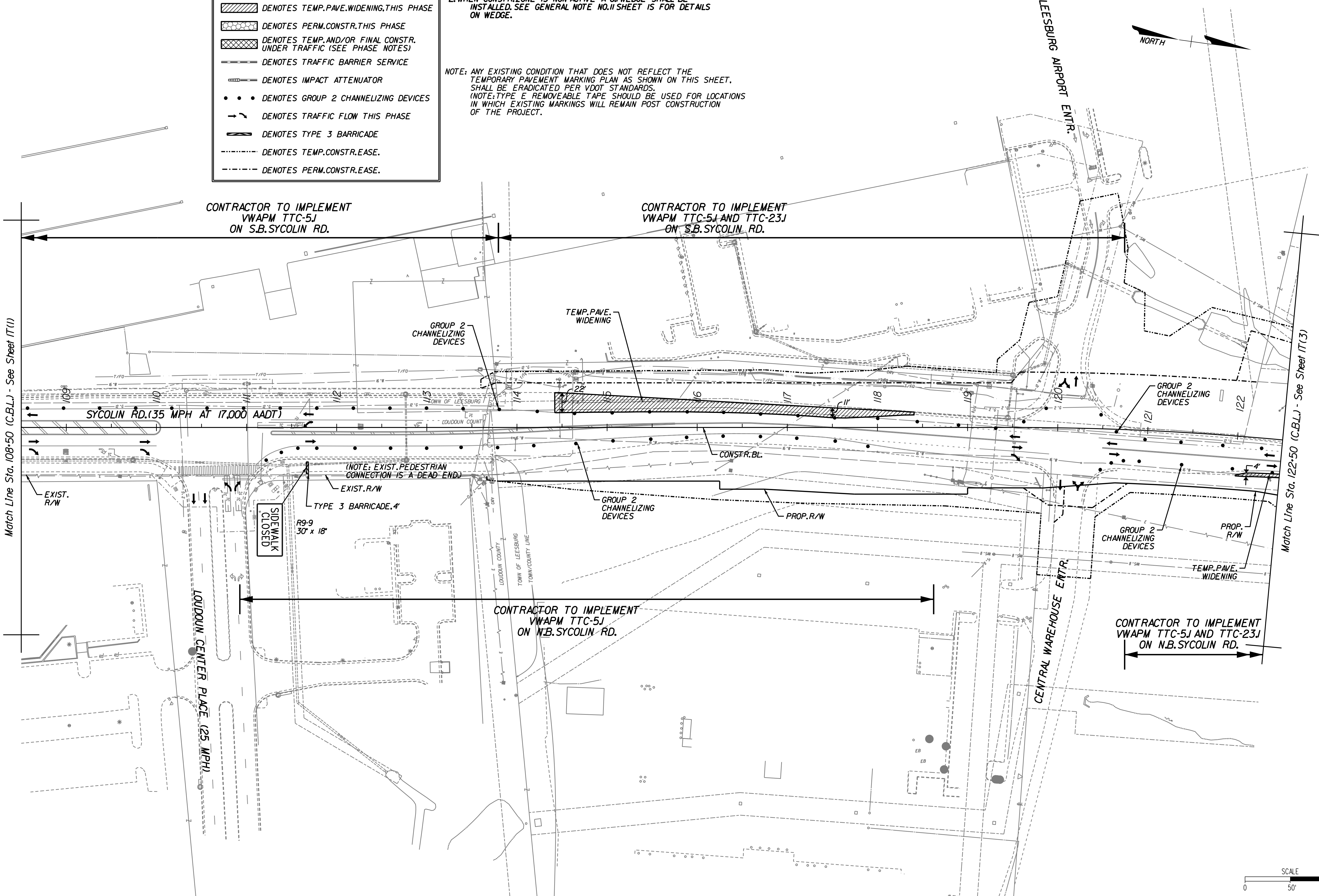
TMP/SOC LEGEND	
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	DENOTES TEMP. PAVE. WIDENING THIS PHASE
	DENOTES PERM. CONSTR. THIS PHASE
	DENOTES TEMP. AND/OR FINAL CONSTR. UNDER TRAFFIC (SEE PHASE NOTES)
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	DENOTES GROUP 2 CHANNELIZING DEVICES
	DENOTES TRAFFIC FLOW THIS PHASE
	DENOTES TYPE 3 BARRICADE
	DENOTES TEMP. CONSTR. EASE.
	DENOTES PERM. CONSTR. EASE.

TMP/SOC PHASE NOTES

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TMP/SOC PHASE I



100% PLANS

PROJECT NAME: **SYCOLIN ROAD WIDENING PHASE IV**
FROM CLAUDIA DRIVE TO TOLBERT LANE S.E.
TRANSPORTATION MANAGEMENT PLAN
AND SEQUENCE OF CONSTRUCTION

PROJECT MANAGER: MARK A. GUNN, P.E.



ENGINEER:
Rinker Design Associates, P.C.
Engineering - Surveying - Land Planning - Transportation - Environmental Services
6000 DeCorney Blvd., Suite 200, Manassas Virginia 20108 on the web @ www.rinker.com
Telephone: (703) 368-7373 Fax: (703) 370-5443
E-mail: info@rinker.com
to Make Your Vision Reality



Adam Welschenbach
2018.02.22 14:40:25 -05'00'

ASSOCIATED PLAN	TLCI-2016-0002	TOWN NUMBER: TBD
C.I.P. NUMBER:	U000-253-312	
VDOT PROJ. NO.		
Sheet 11(2) of 20		

PROJECT MANAGER: Anne Geisler, (703) 771-2742 (Town of Leesburg)
 SURVEYED BY: Sidney Thomas, L.S., (703) 368-7373 (2015)
 SUBSURFACE UTILITY BY: Accumark, (800) 542-2990 (2015)
 DESIGN SUPERVISED BY: Mark A. Gunn, P.E., (703) 368-7373
 DESIGNED BY: Adam Welschenbach, (703) 368-7373

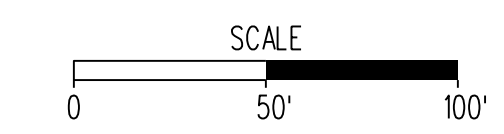
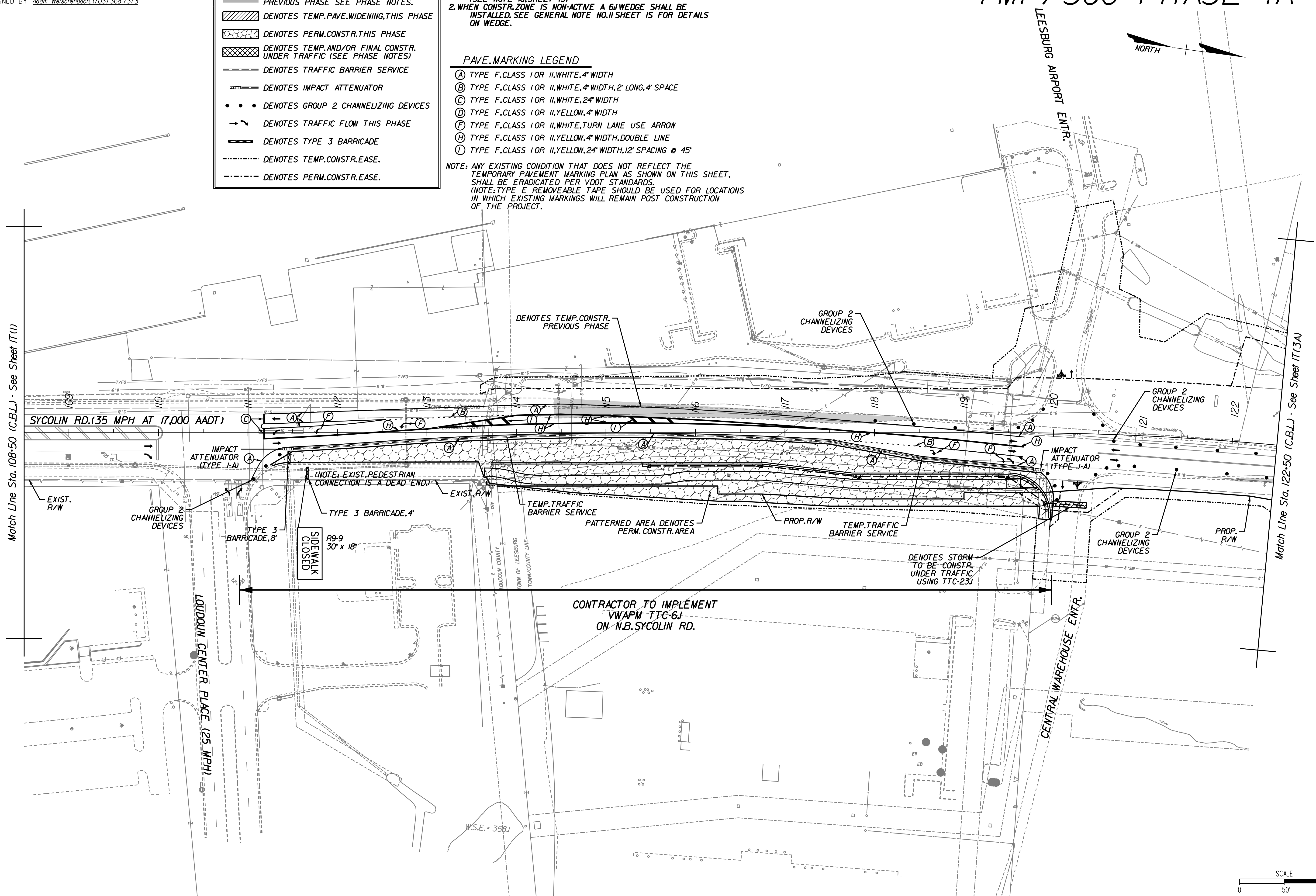
TMP/SOC LEGEND	
	DENOTES TEMP. OR PERM. CONSTR. PREVIOUS PHASE SEE PHASE NOTES.
	DENOTES TEMP. PAVE. WIDENING THIS PHASE
	DENOTES PERM. CONSTR. THIS PHASE
	DENOTES TEMP. AND/OR FINAL CONSTR. UNDER TRAFFIC (SEE PHASE NOTES)
	DENOTES TRAFFIC BARRIER SERVICE
	DENOTES IMPACT ATTENUATOR
	DENOTES GROUP 2 CHANNELIZING DEVICES
	DENOTES TRAFFIC FLOW THIS PHASE
	DENOTES TYPE 3 BARRICADE
	DENOTES TEMP. CONSTR. EASE.
	DENOTES PERM. CONSTR. EASE.

TMP/SOC PHASE NOTES
 1. LANE CLOSURES TO OCCUR ONLY WHEN WORK ZONE IS ACTIVE (SEE NOTE IC, SHEET IS)
 2. WHEN CONSTR. ZONE IS NON-ACTIVE A 6' WEDGE SHALL BE INSTALLED. SEE GENERAL NOTE NO. II SHEET IS FOR DETAILS ON WEDGE.

PAVE. MARKING LEGEND	
	TYPE F, CLASS 1 OR II, WHITE, 4" WIDTH
	TYPE F, CLASS 1 OR II, WHITE, 4" WIDTH, 2' LONG, 4' SPACE
	TYPE F, CLASS 1 OR II, WHITE, 24" WIDTH
	TYPE F, CLASS 1 OR II, YELLOW, 4" WIDTH
	TYPE F, CLASS 1 OR II, WHITE, TURN LANE USE ARROW
	TYPE F, CLASS 1 OR II, YELLOW, 4" WIDTH, DOUBLE LINE
	TYPE F, CLASS 1 OR II, YELLOW, 24" WIDTH, 12' SPACING @ 45°

NOTE: ANY EXISTING CONDITION THAT DOES NOT REFLECT THE TEMPORARY PAVEMENT MARKING PLAN AS SHOWN ON THIS SHEET, SHALL BE ERADICATED PER VDOT STANDARDS.
 (NOTE: TYPE E REMOVEABLE TAPE SHOULD BE USED FOR LOCATIONS IN WHICH EXISTING MARKINGS WILL REMAIN POST CONSTRUCTION OF THE PROJECT.)

TMP/SOC PHASE IA



PROJECT NAME: **SYCOLIN ROAD WIDENING PHASE IV FROM CLAUDIA DRIVE TO TOLBERT LANE S.E.**
 TRANSPORTATION MANAGEMENT PLAN AND SEQUENCE OF CONSTRUCTION

PROJECT MANAGER: MARK A. GUNN, P.E.

Crda Rinker Design Associates, P.C.
 ENGINEER: Rinker Design Associates, P.C.
 Engineering • Surveying • Land Planning • Transportation • Environmental Services
 1000 West Street, Suite 200, Manassas, VA 20108
 Telephone: (703) 368-7373 Fax: (703) 370-5443
 Email: info@crda.com www.crda.com
 to Make Your Vision Reality

Adam Welschenbach
 2018.02.22 14:40:53 -05'00'

ASSOCIATED PLAN NUMBER: **TLCI-2016-0002**
 C.I.P. NUMBER: **U000-253-312**
 VDOT PROJ. NO. **U000-253-312**

TOWN NUMBER: TBD

Sheet
1T(2A) of 20

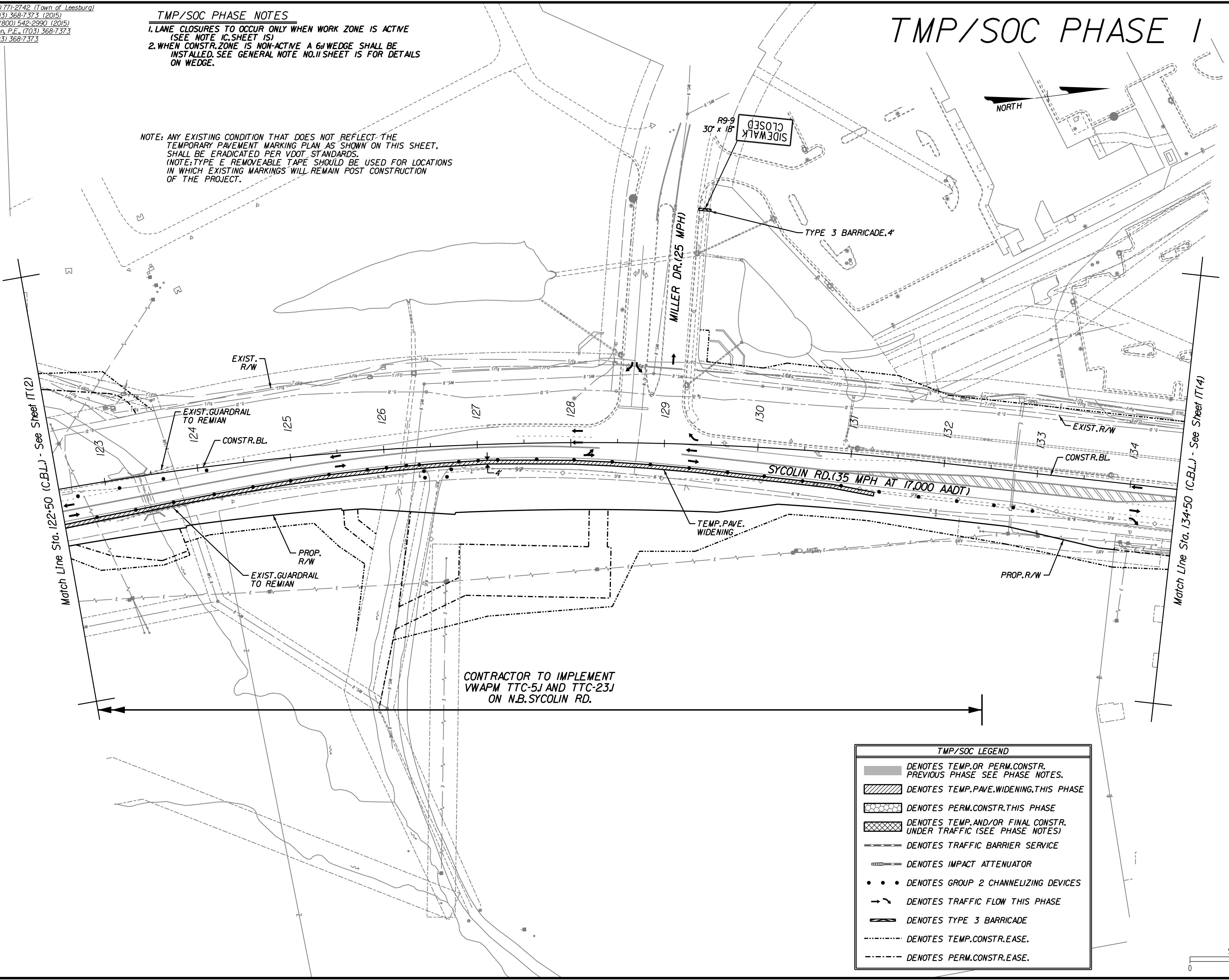
PROJECT MANAGER *Anne Gelaer*, (703) 771-2742 (Town of Leesburg)
 SURVEYED BY *Sidney Thomas, L.S.*, (703) 368-7373 (2015)
 SUBSURFACE UTILITY BY *Accumark*, (800) 542-2990 (2015)
 DESIGN SUPERVISED BY *Mark A. Guno, P.E.*, (703) 368-7373
 DESIGNED BY *Adam Welschenbach*, (703) 368-7373

TMP/SOC PHASE NOTES

1. LANE CLOSURES TO OCCUR ONLY WHEN WORK ZONE IS ACTIVE (SEE NOTE 1C, SHEET 1S)
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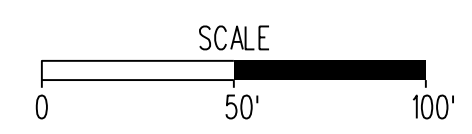
TMP/SOC PHASE I



CONTRACTOR TO IMPLEMENT VWAPM TTC-5J AND TTC-23J ON N.B. SYCOLIN RD.

TMP/SOC LEGEND

	DENOTES TEMP. OR PERM. CONSTR. PREVIOUS PHASE SEE PHASE NOTES.
	DENOTES TEMP. PAVE. WIDENING, THIS PHASE
	DENOTES PERM. CONSTR. THIS PHASE
	DENOTES TEMP. AND/OR FINAL CONSTR. UNDER TRAFFIC (SEE PHASE NOTES)
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	DENOTES GROUP 2 CHANNELIZING DEVICES
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	DENOTES TYPE 3 BARRICADE
	DENOTES TEMP. CONSTR. EASE.
	DENOTES PERM. CONSTR. EASE.



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 To Make Your Vision Reality

PROJECT NAME: **SYCOLIN ROAD WIDENING PHASE IV**
 FROM CLAUDIA DRIVE TO TOLBERT LANE S.E.
 TRANSPORTATION MANAGEMENT PLAN
 AND SEQUENCE OF CONSTRUCTION

Town of Leesburg
 Loudoun County, Virginia
 SUBMISSION DATE: 02/21/2018

ADAM D. WELSCHENBACH
 Lic. No. 044359
 PROFESSIONAL ENGINEER

ASSOCIATED PLAN
 C.I.P. NUMBER: **TLCI-2016-0002**
 VDOT PROJ. NO. **U000-253-312**

Sheet
11(3) of 20

TOWN NUMBER: TBD

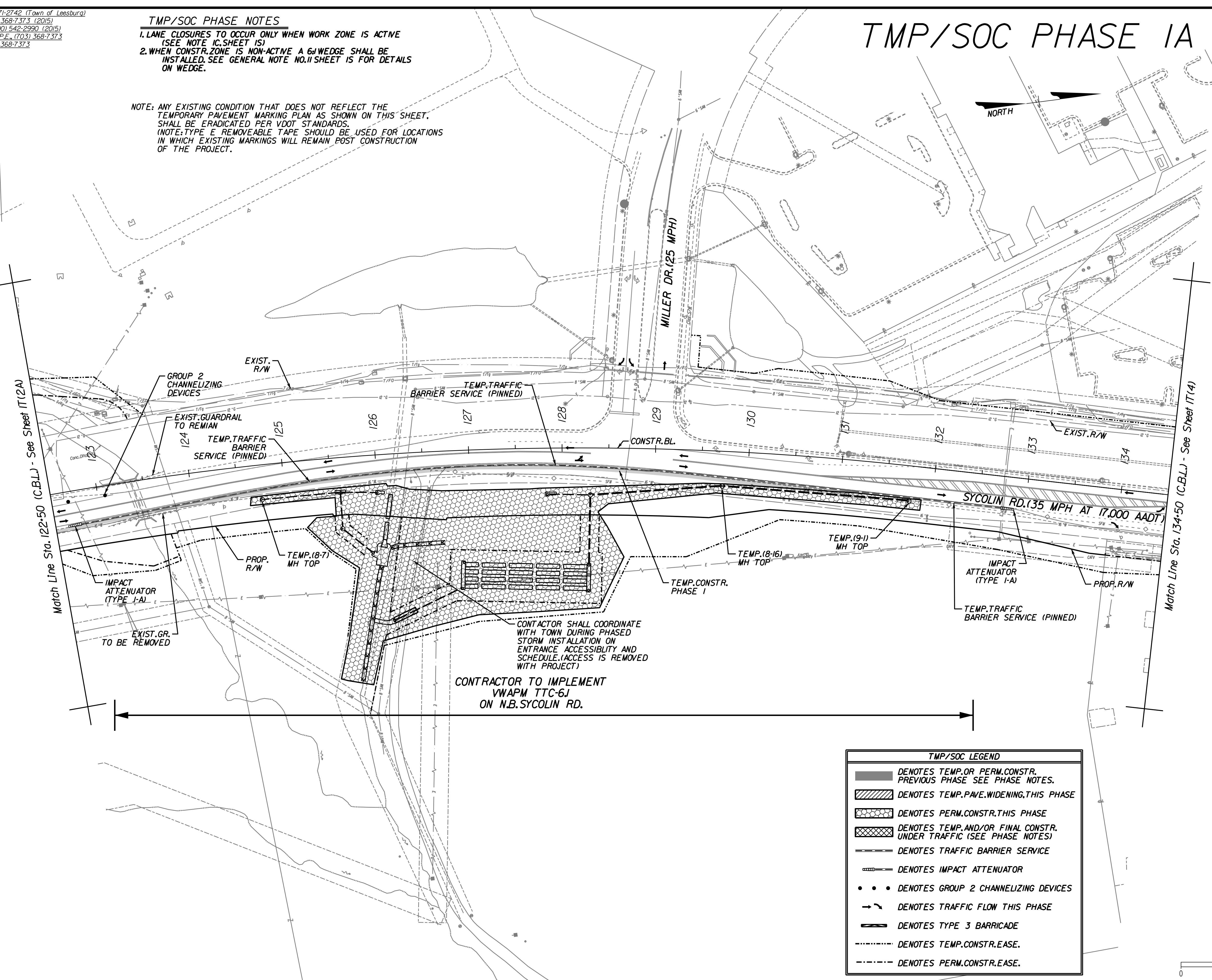
PROJECT MANAGER: Anne Gelfer, (703) 771-2742 (Town of Leesburg)
 SURVEYED BY: Sidney Thomas, L.S., (703) 368-7373 (2015)
 SUBSURFACE UTILITY BY: AccuMark, (800) 542-2990 (2015)
 DESIGN SUPERVISED BY: Mark A. Gunn, P.E., (703) 368-7373
 DESIGNED BY: Adam Welschenbach, (703) 368-7373

TMP/SOC PHASE NOTES

1. LANE CLOSURES TO OCCUR ONLY WHEN WORK ZONE IS ACTIVE (SEE NOTE IC, SHEET 1S)
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TMP/SOC PHASE 1A

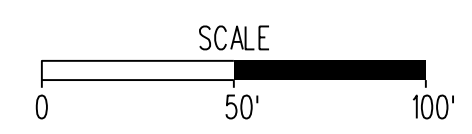


CONTRACTOR SHALL COORDINATE WITH TOWN DURING PHASED STORM INSTALLATION ON ENTRANCE ACCESSIBILITY AND SCHEDULE. ACCESS IS REMOVED WITH PROJECT.

CONTRACTOR TO IMPLEMENT VWAPM TTC-6J ON N.B. SYCOLIN RD.

TMP/SOC LEGEND

- DENOTES TEMP. OR PERM. CONSTR. PREVIOUS PHASE SEE PHASE NOTES.
- DENOTES TEMP. PAVE. WIDENING, THIS PHASE
- DENOTES PERM. CONSTR. THIS PHASE
- DENOTES TEMP. AND/OR FINAL CONSTR. UNDER TRAFFIC (SEE PHASE NOTES)
- DENOTES TRAFFIC BARRIER SERVICE
- DENOTES IMPACT ATTENUATOR
- DENOTES GROUP 2 CHANNELIZING DEVICES
- DENOTES TRAFFIC FLOW THIS PHASE
- DENOTES TYPE 3 BARRICADE
- DENOTES TEMP. CONSTR. EASE.
- DENOTES PERM. CONSTR. EASE.



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Rinker Design Associates, P.C.
 Engineering - Surveying - Land Planning - Transportation - Environmental Services
 6000 Decoye Blvd., Suite 200, Manassas, Virginia 20108
 Telephone: (703) 368-7373 Fax: (703) 375-5443
 Website: www.rinker.com
 to Make Your Vision Reality

PROJECT MANAGER: MARK A. GUNN, P.E.

PROJECT NAME: SYCOLIN ROAD WIDENING PHASE IV FROM CLAUDIA DRIVE TO TOLBERT LANE S.E.
TRANSPORTATION MANAGEMENT PLAN AND SEQUENCE OF CONSTRUCTION
 Loudoun County, Virginia

Town of Leesburg
 SUBMISSION DATE: 04/13/2018

COMMONWEALTH OF VIRGINIA
 ADAM D. WELSCHENBACH
 Lic. No. 044359
 PROFESSIONAL ENGINEER

Adam Welschenbach
 2018.04.16 13:31:09 -04'00'

ASSOCIATED PLAN
 C.I.P. NUMBER: TLCl-2016-0002
 VDOT PROJ. NO. U000-253-312

TOWN NUMBER: TBD

Sheet
 1T(3A) of 20

PROJECT MANAGER *Anne Geisler*, (703) 771-2742 (Town of Leesburg)
 SURVEYED BY *Sidney Thomas, L.S.*, (703) 368-7373 (2015)
 SUBSURFACE UTILITY BY *Accumark*, (800) 542-2990 (2015)
 DESIGN SUPERVISED BY *Mark A. Gunn, P.E.*, (703) 368-7373
 DESIGNED BY *Adam Welschenbach*, (703) 368-7373

TMP/SOC PHASE I



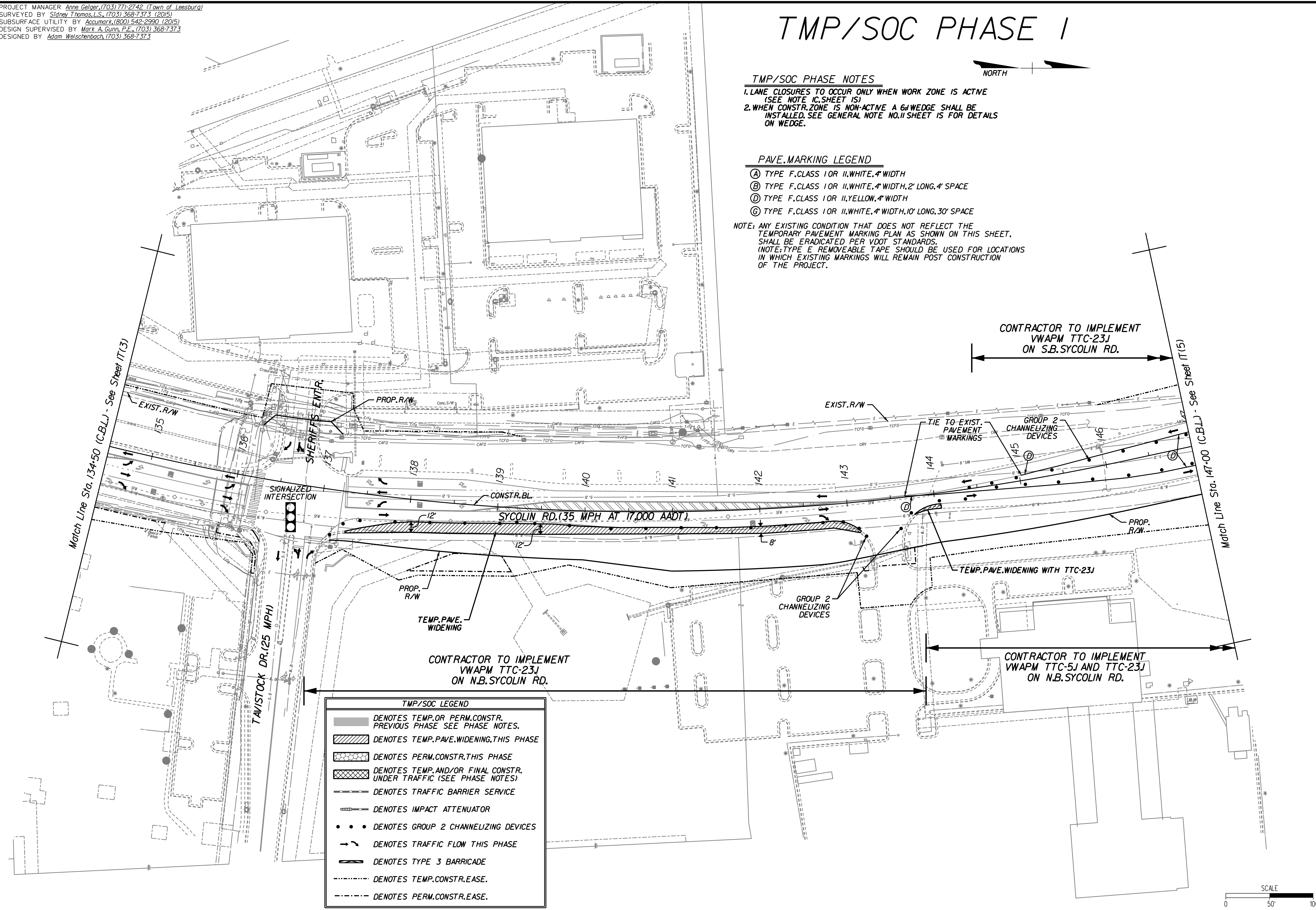
TMP/SOC PHASE NOTES

1. LANE CLOSURES TO OCCUR ONLY WHEN WORK ZONE IS ACTIVE (SEE NOTE 1C, SHEET 15)
2. WHEN CONSTR. ZONE IS NON-ACTIVE A 6" WEDGE SHALL BE INSTALLED. SEE GENERAL NOTE NO. II SHEET 15 FOR DETAILS ON WEDGE.

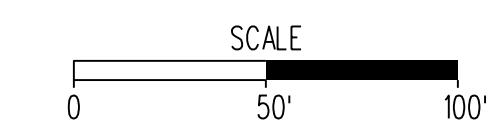
PAVE. MARKING LEGEND

- (A) TYPE F, CLASS 1 OR II, WHITE, 4" WIDTH
- (B) TYPE F, CLASS 1 OR II, WHITE, 4" WIDTH, 2' LONG, 4' SPACE
- (D) TYPE F, CLASS 1 OR II, YELLOW, 4" WIDTH
- (G) TYPE F, CLASS 1 OR II, WHITE, 4" WIDTH, 10' LONG, 30' SPACE

NOTE: ANY EXISTING CONDITION THAT DOES NOT REFLECT THE TEMPORARY PAVEMENT MARKING PLAN AS SHOWN ON THIS SHEET, SHALL BE ERADICATED PER VDOT STANDARDS. (NOTE: TYPE E REMOVEABLE TAPE SHOULD BE USED FOR LOCATIONS IN WHICH EXISTING MARKINGS WILL REMAIN POST CONSTRUCTION OF THE PROJECT.)



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PROJECT NAME: **SYCOLIN ROAD WIDENING PHASE IV**
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 TRANSPORTATION MANAGEMENT PLAN
 AND SEQUENCE OF CONSTRUCTION

Town of Leesburg
 Loudoun County, Virginia

SUBMISSION DATE: 02/21/2018

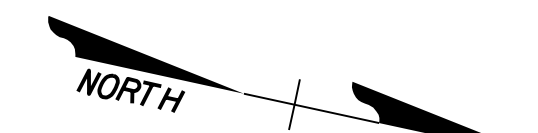
Adam Welschenbach
 2018.02.22 15:51:22 -05'00'

ASSOCIATED PLAN
 C.I.P. NUMBER: **TLCI-2016-0002**
 VDOT PROJ. NO. **U000-253-312**

TOWN NUMBER: TBD

Sheet
 11(4) of 20

TMP/SOC PHASE I



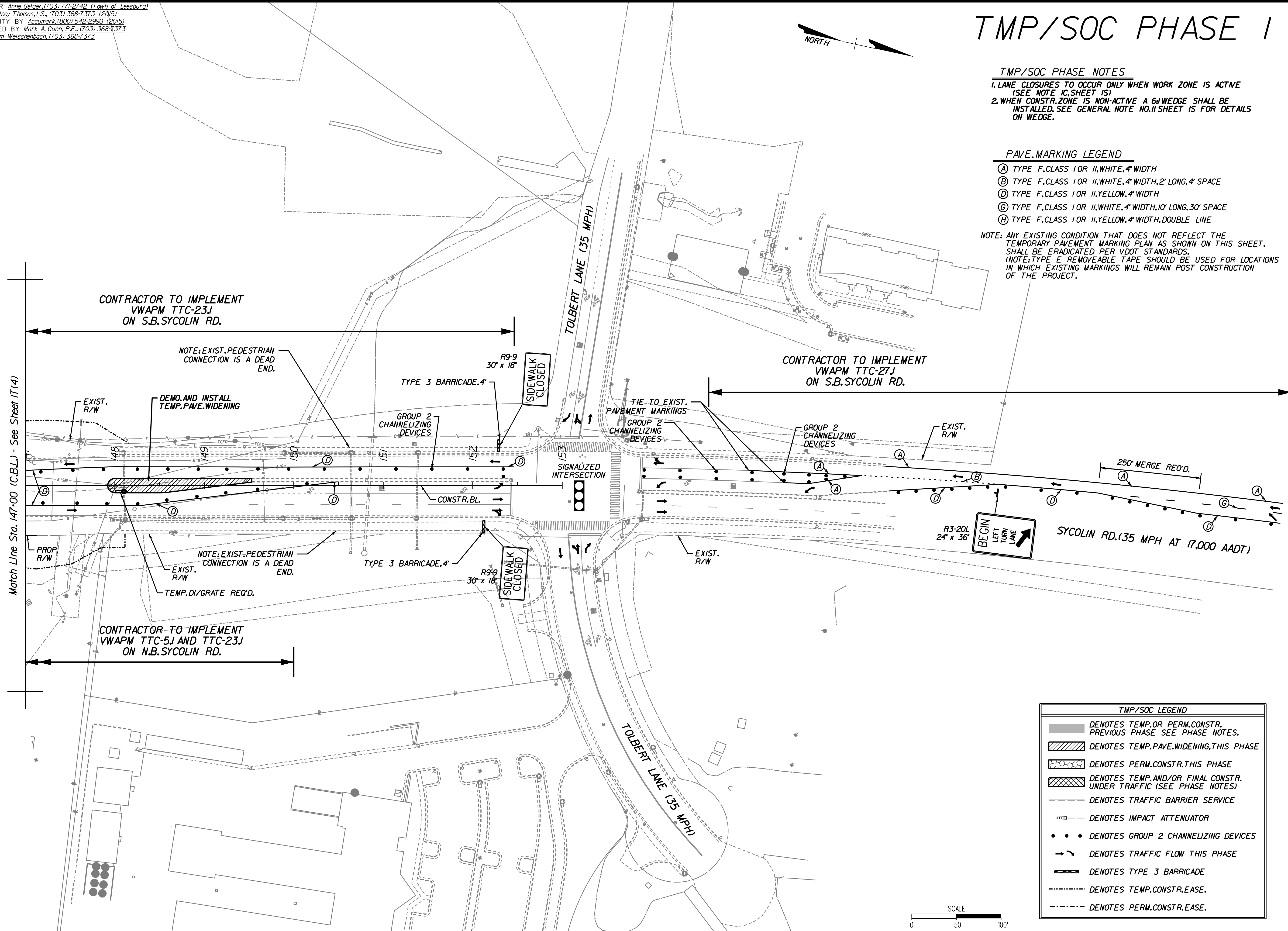
TMP/SOC PHASE NOTES

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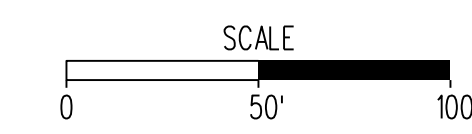
PAVE. MARKING LEGEND

- (A) TYPE F, CLASS 1 OR II, WHITE, 4" WIDTH
- (B) TYPE F, CLASS 1 OR II, WHITE, 4" WIDTH, 2' LONG, 4' SPACE
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- (G) TYPE F, CLASS 1 OR II, WHITE, 4" WIDTH, 10' LONG, 30' SPACE
- (H) TYPE F, CLASS 1 OR II, YELLOW, 4" WIDTH, DOUBLE LINE

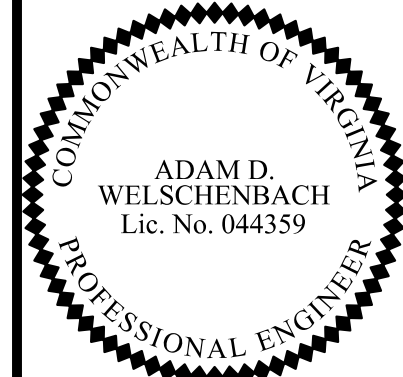
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	DENOTES TEMP. CONSTR. EASE.
	DENOTES PERM. CONSTR. EASE.



PROJECT NAME: SYCOLIN ROAD WIDENING PHASE IV FROM CLAUDIA DRIVE TO TOLBERT LANE S.E.
 TRANSPORTATION MANAGEMENT PLAN AND SEQUENCE OF CONSTRUCTION
 Loudoun County, Virginia
 Town of Leesburg
 SUBMISSION DATE: 02/21/2018

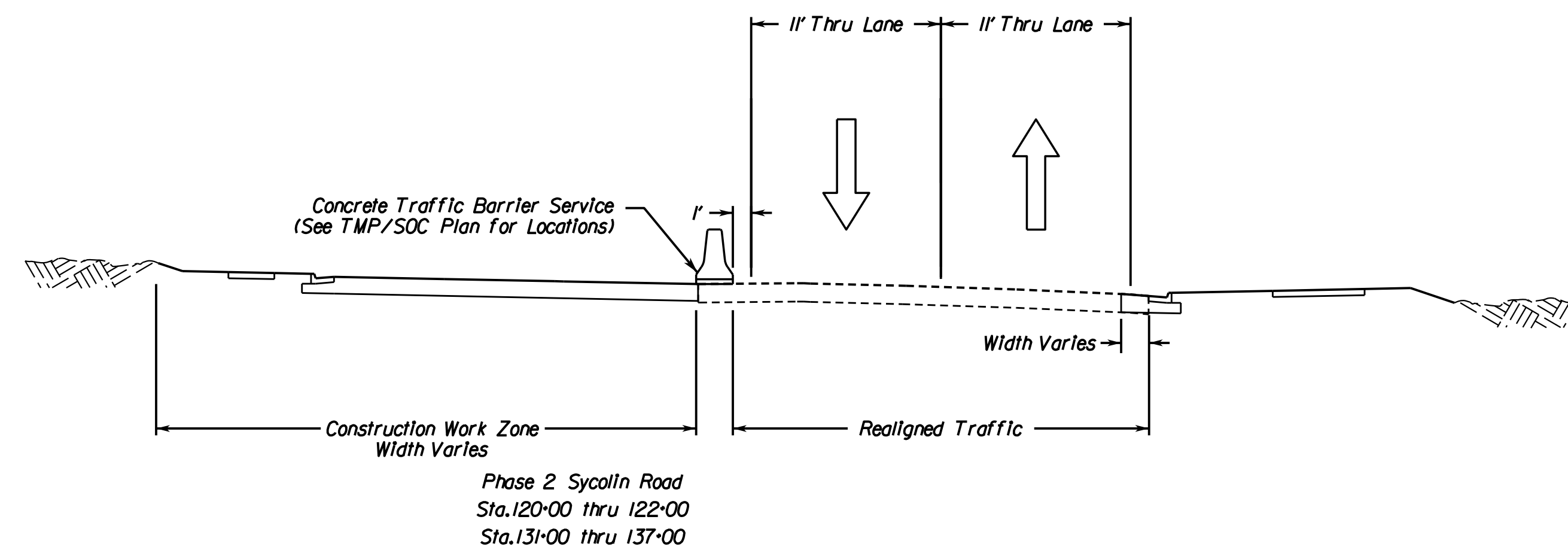
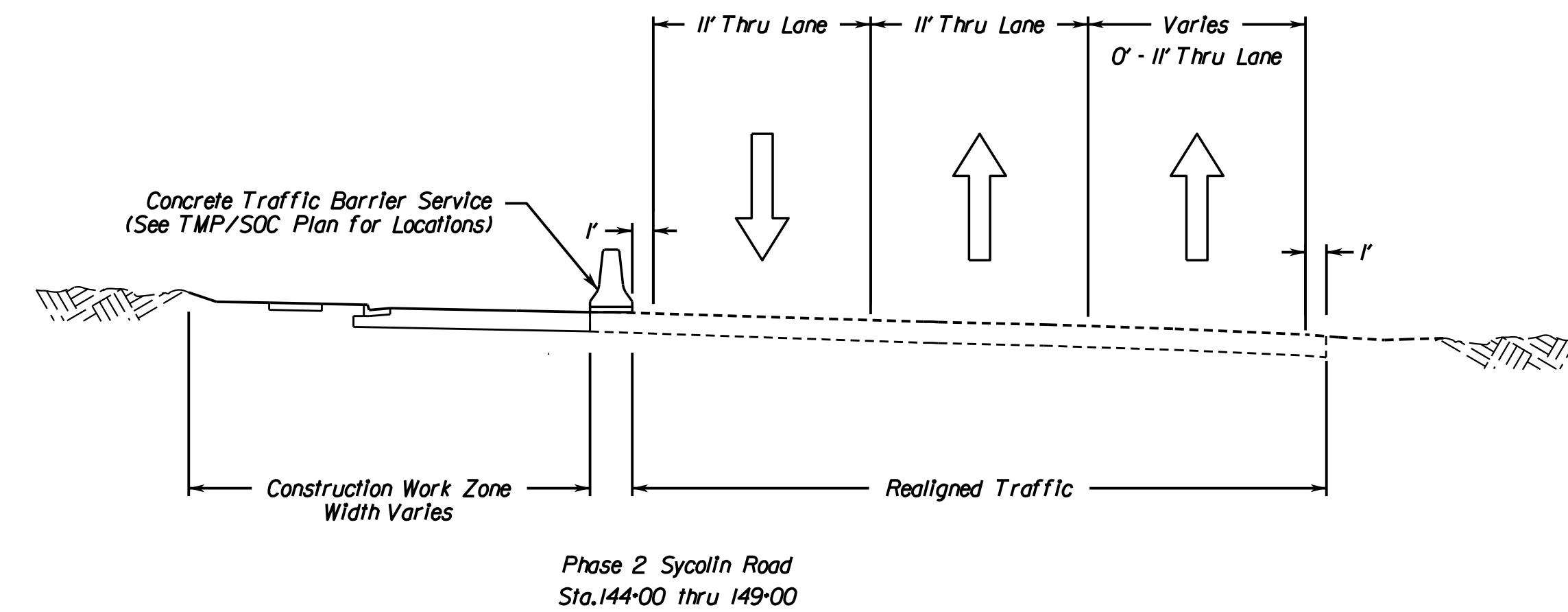
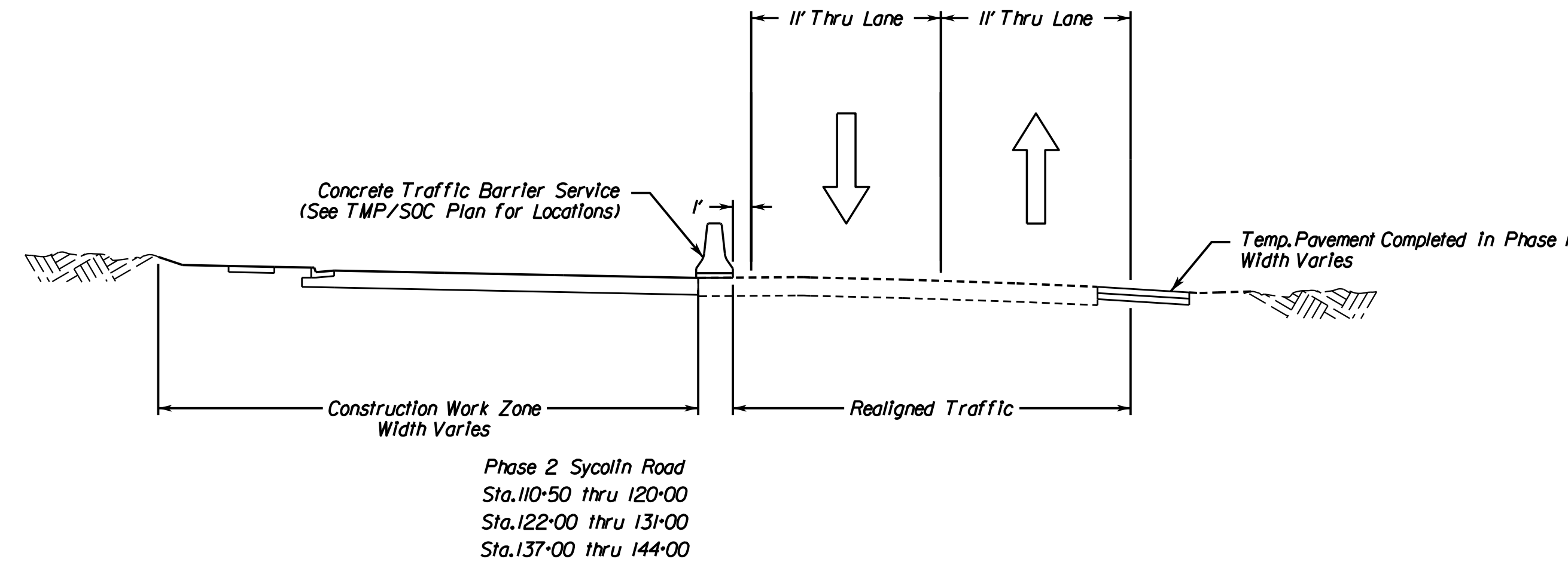


Adam Welschenbach
 2018.02.22 15:52:11 -05'00'

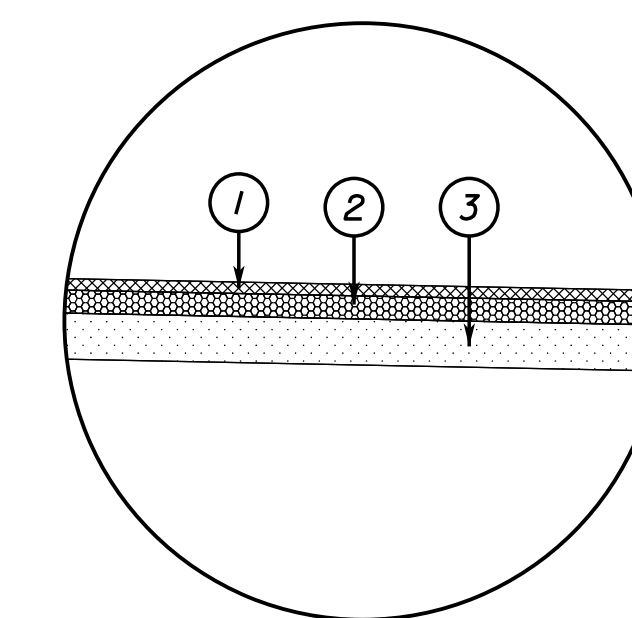
ASSOCIATED PLAN NUMBER: TLCl-2016-0002
 C.I.P. NUMBER: U000-253-312
 VDOT PROJ. NO. U000-253-312
 TOWN NUMBER: TBD

PROJECT MANAGER: *Anne Gelaer, (703) 771-2742 (Town of Leesburg)*
 SURVEYED BY: *Sidney Thomas, L.S., (703) 368-7373 (2015)*
 SUBSURFACE UTILITY BY: *Accumark, (800) 542-2990 (2015)*
 DESIGN SUPERVISED BY: *Mark A. Gunn, P.E., (703) 368-7373*
 DESIGNED BY: *Adam Welschenbach, (703) 368-7373*

TMP/SOC PHASE 2 TYPICAL SECTIONS (Not to Scale)



Temporary Pavement Design Detail (Not to Scale)

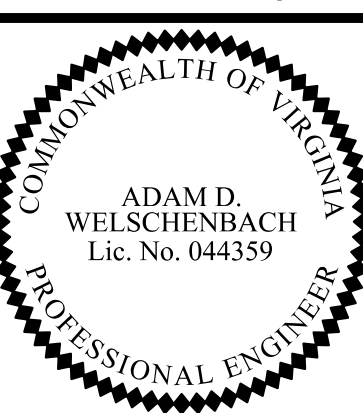


- TEMPORARY PAVEMENT DESIGN LEGEND**
- ① Surface Course - (1.5') Asph. Conc. Type SM-9.5D
 - ② Base Course - (3.0') Asph. Conc. Type BM-25.0A
 - ③ Base Course - (6.0') Agg. Base Material Type *21B
 - ④ Existing Pavement

PROJECT NAME: **SYCOLIN ROAD WIDENING PHASE IV**
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 www.rinker.com
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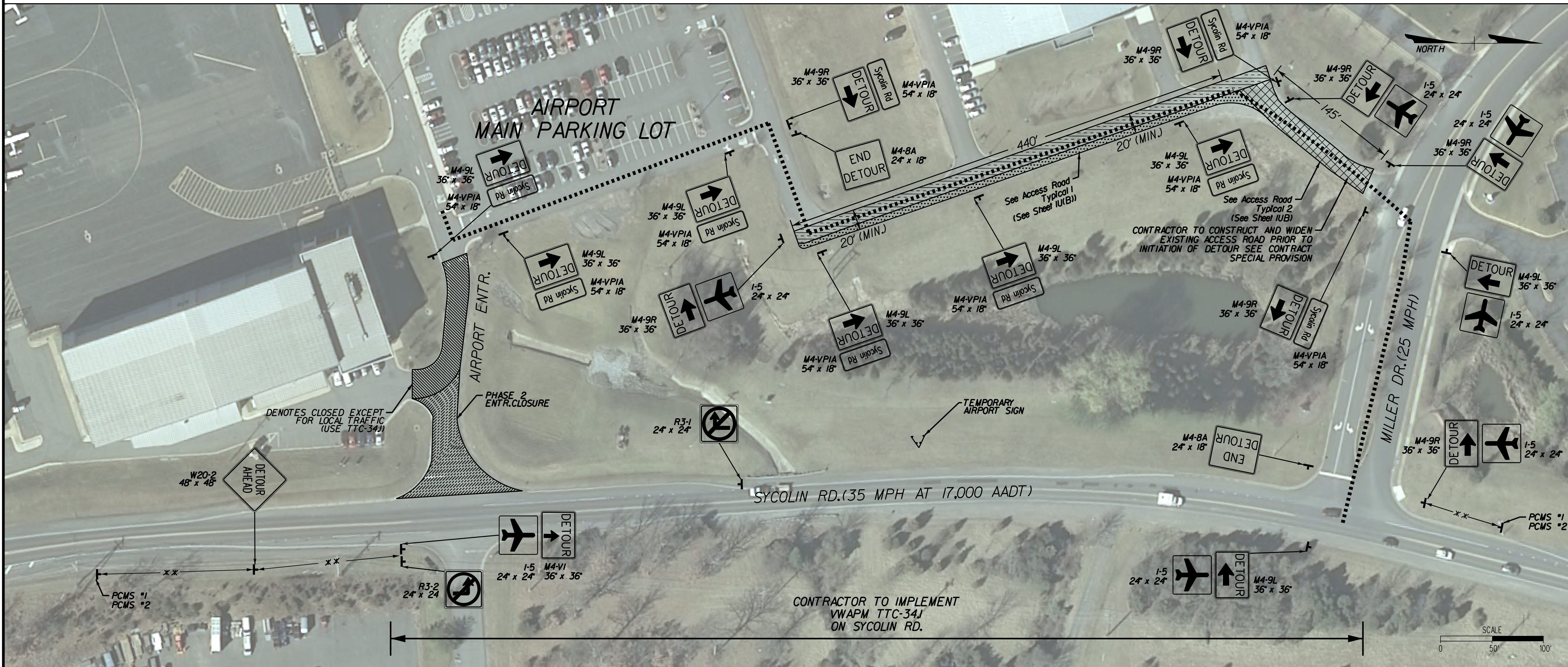
Town of Leesburg
 Loudoun County, Virginia
 SUBMISSION DATE: 02/21/2018



Adam Welschenbach
 2018.02.22 15:52:37 -05'00'

ASSOCIATED PLAN
 C.I.P. NUMBER: **TLCI-2016-0002**
 VDOT PROJ. NO. **U000-253-312**
 TOWN NUMBER: TBD

TMP/SOC PHASE 2A ENTR. CLOSURE W/ DETOUR



PCMS #1: Location and Messages

PCMS shall be placed on the right shoulder or in grass median, with four (4) Group II Channelizing Devices in accordance with the Virginia Work Area Protection Manual. Contractor shall coordinate with TOL (Town of Leesburg), all messages and location of PCMS sign. TOL shall have final approval of all messages relayed to vehicles on travelway.
 PCMS #1 location can also be used to relay other traffic related messages throughout the duration of the project. Contractor shall coordinate with TOL, all messages and location of PCMS sign. TOL shall have final approval of all messages relayed to vehicles on travelway.
 Note: To be installed at minimum one week prior to closing road.

Panel 1 Message	Panel 2 Message	Panel 3 Message
AIRPORT ENTRANCE TO BE CLOSED	ON OR ABOUT (Date of Change)*	

* Date of Change = Numeric Date in which Detour shall take effect. Contractor to Coordinate with Town of Leesburg.

PCMS #2: Location and Messages

PCMS shall be placed on the right shoulder or in grass median, with four (4) Group II Channelizing Devices in accordance with the Virginia Work Area Protection Manual. Contractor shall coordinate with TOL, all messages and location of PCMS sign. TOL shall have final approval of all messages relayed to vehicles on travelway.

Panel 1 Message	Panel 2 Message	Panel 3 Message
AIRPORT ENTRANCE CLOSED	USE MILLER DRIVE	FROM (DATE)* TO (DATE)*

* Date of Change = Numeric Date in which Detour shall take effect. Contractor to Coordinate with Town of Leesburg.

TMP/SOC LEGEND

- DENOTES TEMP. CONSTR. UNDER TRAFFIC PER TYPICAL 2 ON SHEET 1(U)(B) (SEE PHASE NOTES)
- DENOTES DETOUR WIDENING TO 20' MIN. WIDTH PER TYPICAL 1(O) ON SHEET 1(U)(B)
- DENOTES ADDITIONAL 1/2" OF SM-9A SURFACE COURSE REQ'D. ON EXISTING ROADWAY ADJACENT TO WIDENING (ENTIRE 20' WIDTH SURFACE SHALL BE SMOOTH AND EVEN)
- DENOTES CLOSED EXCEPT FOR LOCAL TRAFFIC
- DENOTES ENTR. CLOSED
- DENOTES TEMPORARY SIGN POST
- DENOTES DETOUR ROUTE

Note: See Sheet 1(U)(B) for Sycolin Rd. Construction Details & Typical Section Details for Detour.

Distance Details (Min.)	Distance Details
X X - 250' - 300'	Sign Posts without dimensions shall be installed in general vicinity shown.

ENGINEER: **Rinker Design Associates, P.C.**
 Engineering - Surveying - Land Planning - Transportation - Environmental Services
 5000 Decoye Blvd., Suite 200, Manassas, Virginia 20108
 Telephone: (703) 368-7373 Fax: (703) 368-7343
 Website: www.rinker.com
 To Make Your Vision Reality

PROJECT NAME: **SYCOLIN ROAD WIDENING PHASE IV FROM CLAUDIA DRIVE TO TOLBERT LANE S.E.**
 TRANSPORTATION MANAGEMENT PLAN AND SEQUENCE OF CONSTRUCTION

Town of Leesburg
 Loudoun County, Virginia
 PROJECT MANAGER: MARK A. GUNN, P.E.
 SUBMISSION DATE: 02/21/2018

ASSOCIATED PLAN: TLCl-2016-0002
 C.I.P. NUMBER: U000-253-312
 VDOT PROJ. NO. U000-253-312
 TOWN NUMBER: TBD

Adam Welschenbach
 2018.02.22 18:14:09 -05'00'
 COMMONWEALTH OF VIRGINIA
 ADAM D. WELSCHENBACH
 Lic. No. 044359
 PROFESSIONAL ENGINEER

Sheet 1U(A) of 20

PROJECT MANAGER: Anne Gelaer, (703) 771-2742 (Town of Leesburg)
 SURVEYED BY: Sidney Thomas, L.S., (703) 368-7373 (2015)
 SUBSURFACE UTILITY BY: Accumark, (800) 542-2990 (2015)
 DESIGN SUPERVISED BY: Mark A. Gunno, P.E., (703) 368-7373
 DESIGNED BY: Adam Welschenbach, (703) 368-7373

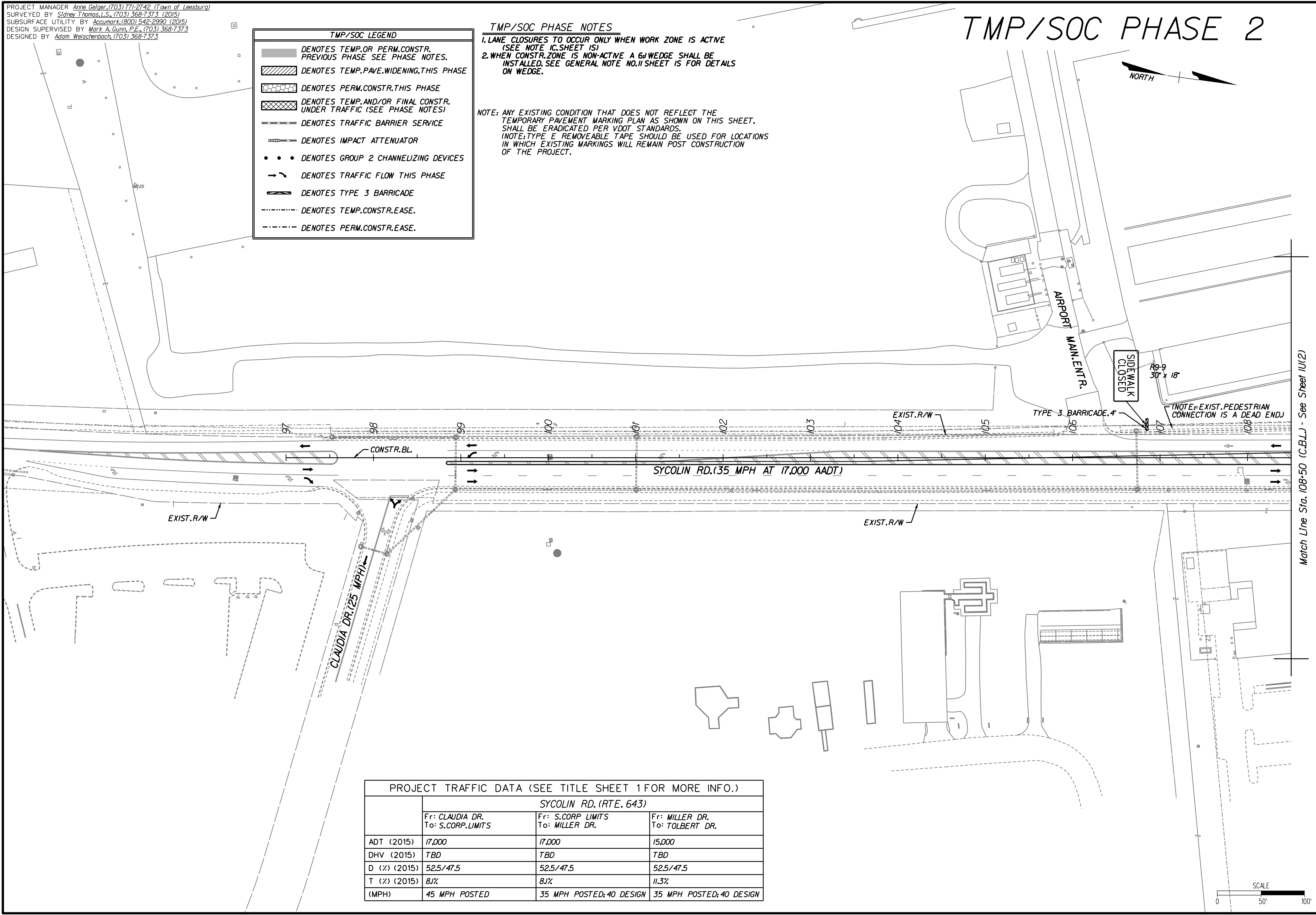
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	DENOTES TEMP. PAVE. WIDENING, THIS PHASE
	DENOTES PERM. CONSTR. THIS PHASE
	DENOTES TEMP. AND/OR FINAL CONSTR. UNDER TRAFFIC (SEE PHASE NOTES)
	DENOTES TRAFFIC BARRIER SERVICE
	DENOTES IMPACT ATTENUATOR
	DENOTES GROUP 2 CHANNELIZING DEVICES
	DENOTES TRAFFIC FLOW THIS PHASE
	DENOTES TYPE 3 BARRICADE
	DENOTES TEMP. CONSTR. EASE.
	DENOTES PERM. CONSTR. EASE.

TMP/SOC PHASE NOTES

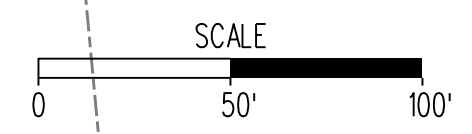
- LANE CLOSURES TO OCCUR ONLY WHEN WORK ZONE IS ACTIVE (SEE NOTE 1C, SHEET 1S)
- WHEN CONSTR. ZONE IS NON-ACTIVE A 6" WEDGE SHALL BE INSTALLED. SEE GENERAL NOTE NO. II SHEET 1S FOR DETAILS ON WEDGE.

NOTE: ANY EXISTING CONDITION THAT DOES NOT REFLECT THE TEMPORARY PAVEMENT MARKING PLAN AS SHOWN ON THIS SHEET, SHALL BE ERADICATED PER VDOT STANDARDS. (NOTE: TYPE E REMOVEABLE TAPE SHOULD BE USED FOR LOCATIONS IN WHICH EXISTING MARKINGS WILL REMAIN POST CONSTRUCTION OF THE PROJECT.)

TMP/SOC PHASE 2



PROJECT TRAFFIC DATA (SEE TITLE SHEET 1 FOR MORE INFO.)			
SYCOLIN RD. (RTE. 643)			
	Fr: CLAUDIA DR. To: S.CORP. LIMITS	Fr: S.CORP. LIMITS To: MILLER DR.	Fr: MILLER DR. To: TOLBERT DR.
ADT (2015)	17,000	17,000	15,000
DHV (2015)	TBD	TBD	TBD
D (%) (2015)	52.5/47.5	52.5/47.5	52.5/47.5
T (%) (2015)	8.1%	8.1%	11.3%
(MPH)	45 MPH POSTED	35 MPH POSTED; 40 DESIGN	35 MPH POSTED; 40 DESIGN



ENGINEER:
Rinker Design Associates, P.C.
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 1000 West Bank Street
 Leesburg, VA 22075
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 www.rinker.com
 to Make Your Vision Reality

PROJECT NAME: **SYCOLIN ROAD WIDENING PHASE IV**
 FROM CLAUDIA DRIVE TO TOLBERT LANE S.E.
 TRANSPORTATION MANAGEMENT PLAN
 AND SEQUENCE OF CONSTRUCTION

Loudoun County, Virginia
 Town of Leesburg
 SUBMISSION DATE: 02/21/2018

COMMONWEALTH OF VIRGINIA
 ADAM D. WELSCHENBACH
 Lic. No. 044359
 PROFESSIONAL ENGINEER

Adam Welschenbach
 2018.02.22 15:53:02 -05'00'

ASSOCIATED PLAN
 C.I.P. NUMBER: **TLCI-2016-0002**
 VDOT PROJ. NO. **U000-253-312**

TOWN NUMBER: TBD

PROJECT MANAGER: Anne Geisler, (703) 771-2742 (Town of Leesburg)
 SURVEYED BY: Sidney Thomas, L.S., (703) 368-7373 (2015)
 SUBSURFACE UTILITY BY: Accumark, (800) 542-2990 (2015)
 DESIGN SUPERVISED BY: Mark A. Gunn, P.E., (703) 368-7373
 DESIGNED BY: Adam Welschenbach, (703) 368-7373

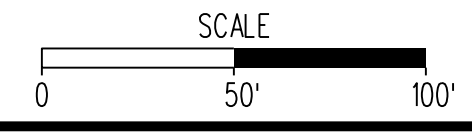
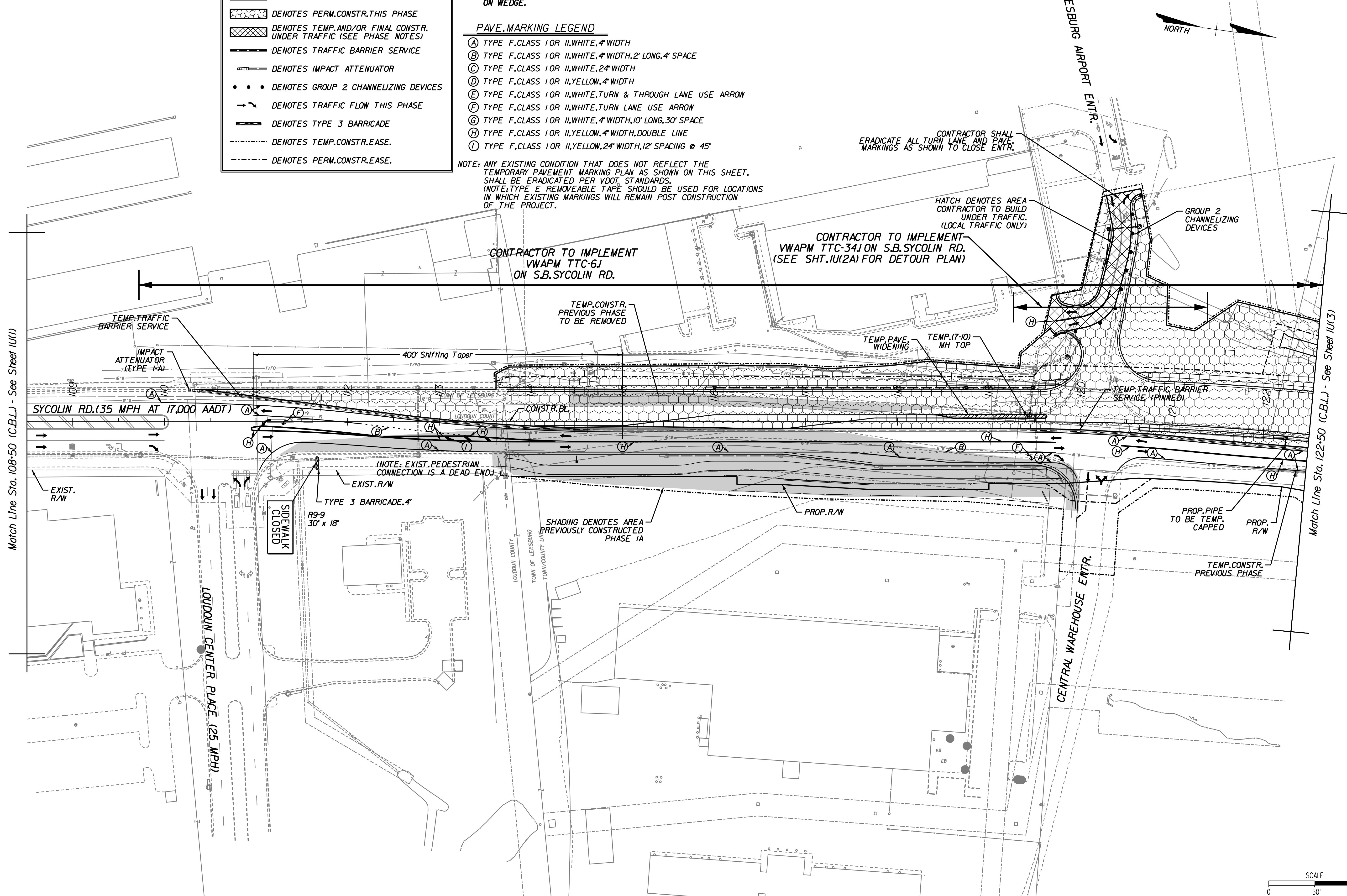
TMP/SOC LEGEND	
	DENOTES TEMP. OR PERM. CONSTR. PREVIOUS PHASE SEE PHASE NOTES.
	DENOTES TEMP. PAVE. WIDENING THIS PHASE
	DENOTES PERM. CONSTR. THIS PHASE
	DENOTES TEMP. AND/OR FINAL CONSTR. UNDER TRAFFIC (SEE PHASE NOTES)
	DENOTES TRAFFIC BARRIER SERVICE
	DENOTES IMPACT ATTENUATOR
	DENOTES GROUP 2 CHANNELIZING DEVICES
	DENOTES TRAFFIC FLOW THIS PHASE
	DENOTES TYPE 3 BARRICADE
	DENOTES TEMP. CONSTR. EASE.
	DENOTES PERM. CONSTR. EASE.

TMP/SOC PHASE NOTES
 1. LANE CLOSURES TO OCCUR ONLY WHEN WORK ZONE IS ACTIVE (SEE NOTE 1C, SHEET 1S)
 2. WHEN CONSTR. ZONE IS NON-ACTIVE A 6' WEDGE SHALL BE INSTALLED. SEE GENERAL NOTE NO. 11 SHEET 1S FOR DETAILS ON WEDGE.

PAVE. MARKING LEGEND	
(A)	TYPE F, CLASS 1 OR II, WHITE, 4" WIDTH
(B)	TYPE F, CLASS 1 OR II, WHITE, 4" WIDTH, 2' LONG, 4' SPACE
(C)	TYPE F, CLASS 1 OR II, WHITE, 24" WIDTH
(D)	TYPE F, CLASS 1 OR II, YELLOW, 4" WIDTH
(E)	TYPE F, CLASS 1 OR II, WHITE, TURN & THROUGH LANE USE ARROW
(F)	TYPE F, CLASS 1 OR II, WHITE, TURN LANE USE ARROW
(G)	TYPE F, CLASS 1 OR II, WHITE, 4" WIDTH, 10' LONG, 30' SPACE
(H)	TYPE F, CLASS 1 OR II, YELLOW, 4" WIDTH, DOUBLE LINE
(I)	TYPE F, CLASS 1 OR II, YELLOW, 24" WIDTH, 12' SPACING @ 45'

NOTE: ANY EXISTING CONDITION THAT DOES NOT REFLECT THE TEMPORARY PAVEMENT MARKING PLAN AS SHOWN ON THIS SHEET, SHALL BE ERADICATED PER VDOT STANDARDS. (NOTE: TYPE E REMOVEABLE TAPE SHOULD BE USED FOR LOCATIONS IN WHICH EXISTING MARKINGS WILL REMAIN POST CONSTRUCTION OF THE PROJECT.)

TMP/SOC PHASE 2



100% PLANS

PROJECT NAME: SYCOLIN ROAD WIDENING PHASE IV FROM CLAUDIA DRIVE TO TOLBERT LANE S.E. TRANSPORTATION MANAGEMENT PLAN AND SEQUENCE OF CONSTRUCTION

Town of Leesburg
Loudoun County, Virginia

PROJECT MANAGER: MARK A. GUNN, P.E.

ENGINEER: Rinker Design Associates, P.C.
 Engineering - Surveying - Land Planning - Transportation - Environmental Services
 6000 Decoye Blvd., Suite 200, Manassas Virginia 20108 on the web @ www.rinker.com
 Telephone: (703) 368-7373 Fax: (703) 375-5443
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ASSOCIATED PLAN
 C.I.P. NUMBER: TLCl-2016-0002
 VDOT PROJ. NO. U000-253-312

TOWN NUMBER: TBD

Adam Welschenbach
2018.04.16 13:31:43 -04'00'

Sheet
IU(2) of 20

Submission Date: 04/13/2018

PROJECT MANAGER: Anne Geisler, (703) 771-2742 (Town of Leesburg)
 SURVEYED BY: Sidney Thomas, L.S., (703) 368-7373 (2015)
 SUBSURFACE UTILITY BY: AccuMark, (800) 542-2990 (2015)
 DESIGN SUPERVISED BY: Mark A. Gunn, P.E., (703) 368-7373
 DESIGNED BY: Adam Welschenbach, (703) 368-7373

TMP/SOC PHASE NOTES

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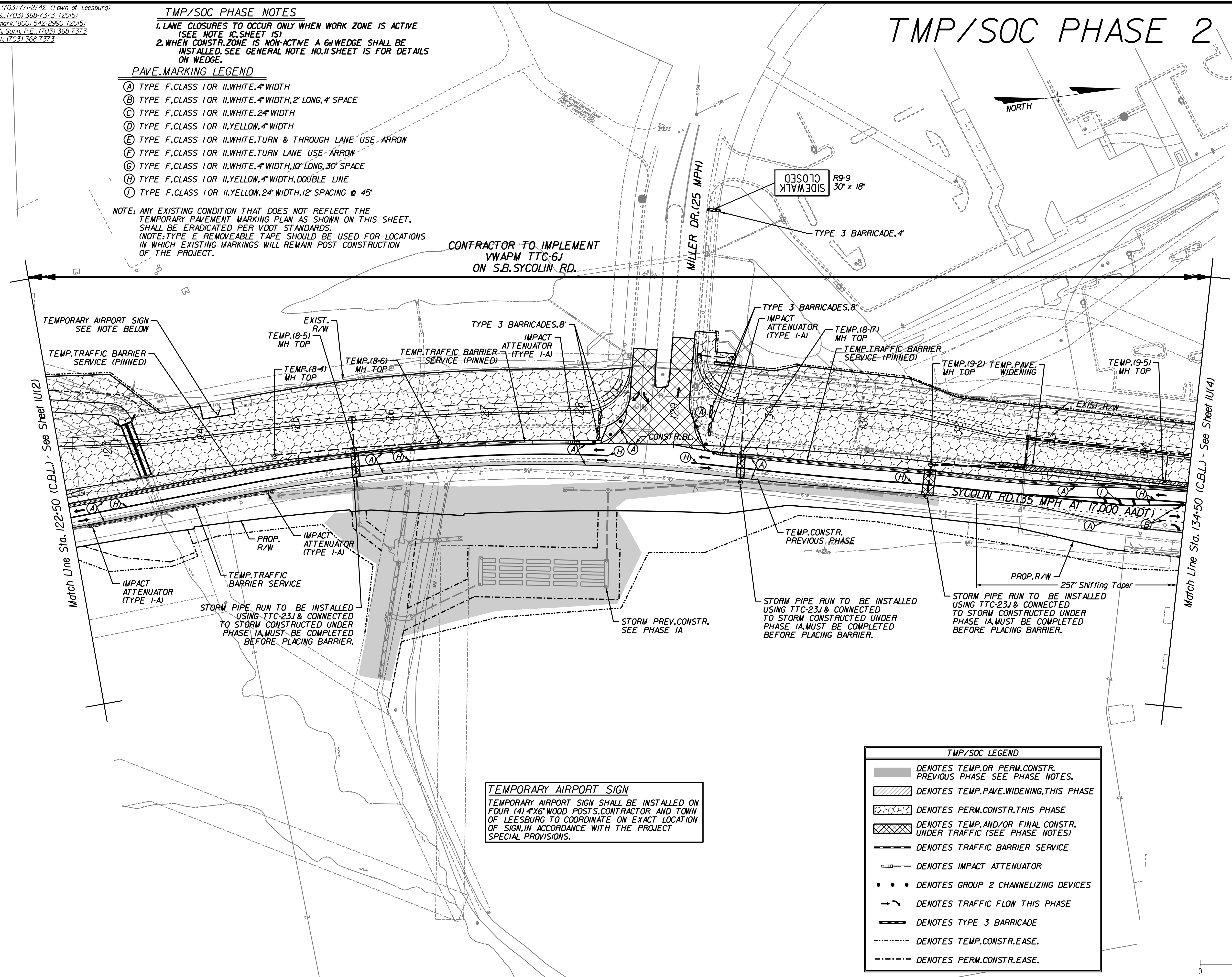
PAVE. MARKING LEGEND

- (A) TYPE F, CLASS 1 OR II, WHITE, 4" WIDTH
- (B) TYPE F, CLASS 1 OR II, WHITE, 4" WIDTH, 2' LONG, 4" SPACE
- (C) TYPE F, CLASS 1 OR II, WHITE, 24" WIDTH
- (D) TYPE F, CLASS 1 OR II, YELLOW, 4" WIDTH
- (E) TYPE F, CLASS 1 OR II, WHITE, TURN & THROUGH LANE USE - ARROW
- (F) TYPE F, CLASS 1 OR II, WHITE, TURN LANE USE - ARROW
- (G) TYPE F, CLASS 1 OR II, WHITE, 4" WIDTH, 10' LONG, 30' SPACE
- (H) TYPE F, CLASS 1 OR II, YELLOW, 4" WIDTH, DOUBLE LINE
- (I) TYPE F, CLASS 1 OR II, YELLOW, 24" WIDTH, 12' SPACING @ 45'

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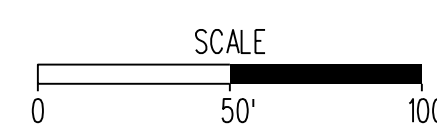
CONTRACTOR TO IMPLEMENT
 VWAPM TTC-6J
 ON S.B. SYCOLIN RD.

TMP/SOC PHASE 2



TEMPORARY AIRPORT SIGN
 TEMPORARY AIRPORT SIGN SHALL BE INSTALLED ON FOUR (4) 4'x6' WOOD POSTS. CONTRACTOR AND TOWN OF LEESBURG TO COORDINATE ON EXACT LOCATION OF SIGN, IN ACCORDANCE WITH THE PROJECT SPECIAL PROVISIONS.

TMP/SOC LEGEND	
	DENOTES TEMP. OR PERM. CONSTR. PREVIOUS PHASE SEE PHASE NOTES.
	DENOTES TEMP. PAVE. WIDENING, THIS PHASE
	DENOTES PERM. CONSTR. THIS PHASE
	DENOTES TEMP. AND/OR FINAL CONSTR. UNDER TRAFFIC (SEE PHASE NOTES)
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	DENOTES IMPACT ATTENUATOR
	DENOTES GROUP 2 CHANNELIZING DEVICES
	DENOTES TRAFFIC FLOW THIS PHASE
	DENOTES TYPE 3 BARRICADE
	DENOTES TEMP. CONSTR. EASE.
	DENOTES PERM. CONSTR. EASE.



PROJECT NAME: **SYCOLIN ROAD WIDENING PHASE IV**
 FROM CLAUDIA DRIVE TO TOLBERT LANE S.E.
 TRANSPORTATION MANAGEMENT PLAN
 AND SEQUENCE OF CONSTRUCTION

PROJECT MANAGER: MARK A. GUNN, P.E.

ENGINEER:
Rinker Design Associates, P.C.
 Engineering - Surveying - Land Planning - Transportation - Environmental Services
 6000 Chesapeake Blvd., Suite 200, Manassas, Virginia 20108
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 Email: info@rinker.com Website: www.rinker.com
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Adam Welschenbach
 2018.04.16 13:32:14 -04'00'

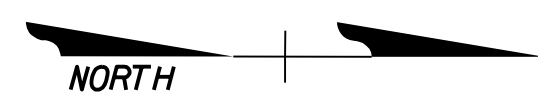
ASSOCIATED PLAN NUMBER: **TLCI-2016-0002**
 VDOT PROJ. NO. **U000-253-312**

TOWN NUMBER: **TBD**

Sheet **1U(3)** of 20

PROJECT MANAGER: Anne Geisler, (703) 771-2742 (Town of Leesburg)
 SURVEYED BY: Sidney Thomas, L.S., (703) 368-7373 (2015)
 SUBSURFACE UTILITY BY: AccuMark, (800) 542-2990 (2015)
 DESIGN SUPERVISED BY: Mark A. Gunn, P.E., (703) 368-7373
 DESIGNED BY: Adam Welschenbach, (703) 368-7373

TMP/SOC PHASE 2



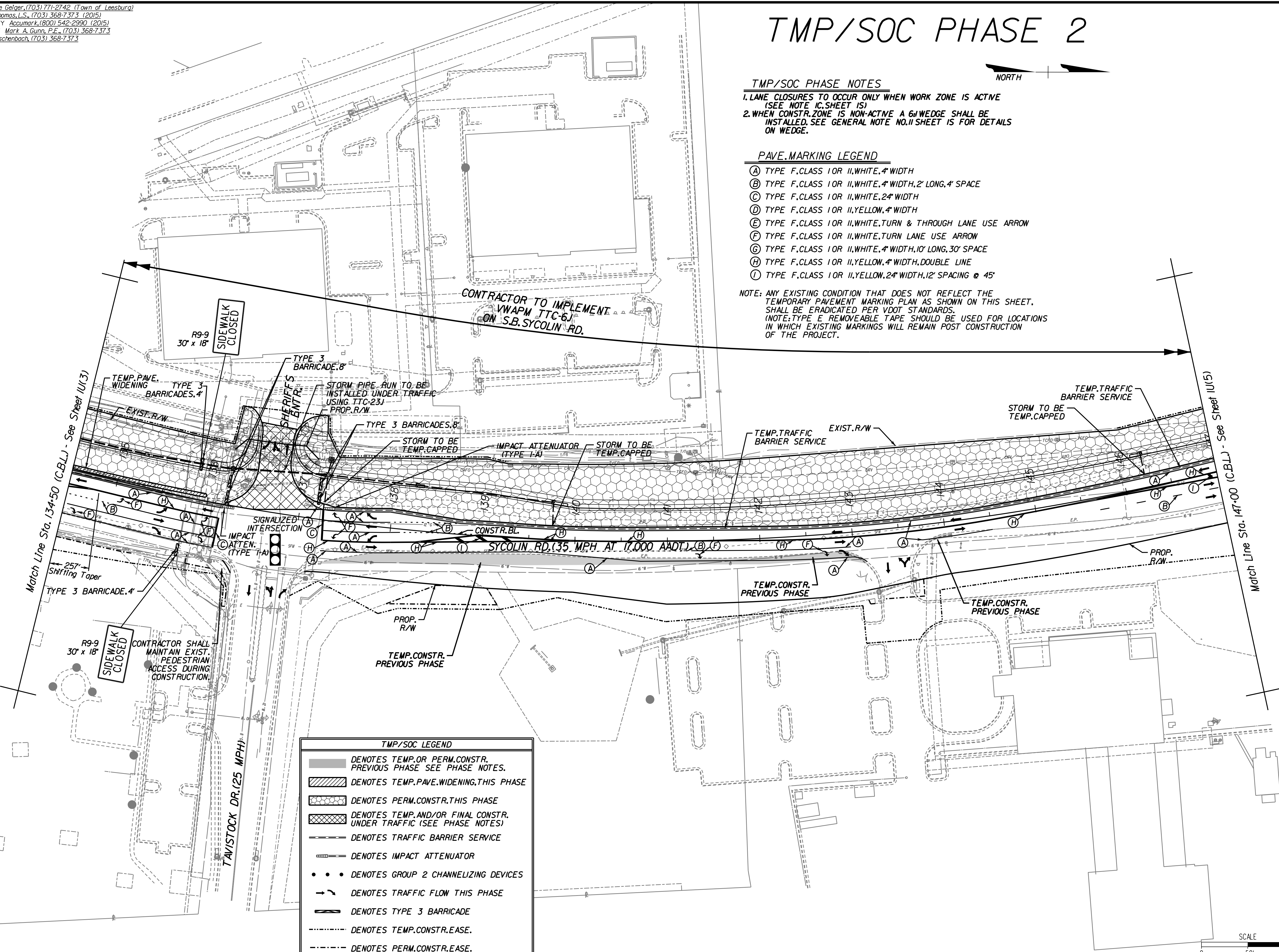
TMP/SOC PHASE NOTES

- LANE CLOSURES TO OCCUR ONLY WHEN WORK ZONE IS ACTIVE (SEE NOTE 1C, SHEET 15)
- WHEN CONSTR. ZONE IS NON-ACTIVE A 6' WEDGE SHALL BE INSTALLED. SEE GENERAL NOTE NO. 11 SHEET 15 FOR DETAILS ON WEDGE.

PAVE. MARKING LEGEND

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- (F) TYPE F, CLASS 1 OR II, WHITE, TURN LANE USE ARROW
- (G) TYPE F, CLASS 1 OR II, WHITE, 4" WIDTH, 10' LONG, 30' SPACE
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	DENOTES TRAFFIC FLOW THIS PHASE
	DENOTES TYPE 3 BARRICADE
	DENOTES TEMP. CONSTR. EASE.
	DENOTES PERM. CONSTR. EASE.

PROJECT NAME: SYCOLIN ROAD WIDENING PHASE IV FROM CLAUDIA DRIVE TO TOLBERT LANE S.E.
 TRANSPORTATION MANAGEMENT PLAN AND SEQUENCE OF CONSTRUCTION

PROJECT MANAGER: MARK A. GUNN, P.E.

ENGINEER: Rinker Design Associates, P.C.
 Engineering • Surveying • Land Planning • Transportation • Environmental Services
 6000 Decoye Blvd., Suite 200, Manassas Virginia 20108 on the web @ www.rinkerdca.com
 Telephone: (703) 368-7373 Fax: (703) 375-5443
 E-mail: info@rinkerdca.com

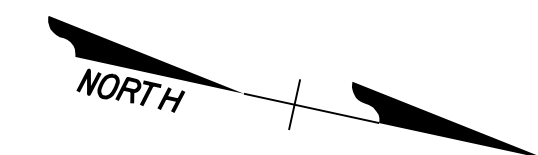
Adam Welschenbach
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ASSOCIATED PLAN NUMBER: TLCI-2016-0002
 VDOT PROJ. NO. U000-253-312

TOWN NUMBER: TBD

Sheet 1U(4) of 20

TMP/SOC PHASE 2



TMP/SOC PHASE NOTES

- LANE CLOSURES TO OCCUR ONLY WHEN WORK ZONE IS ACTIVE (SEE NOTE 1C, SHEET 15)
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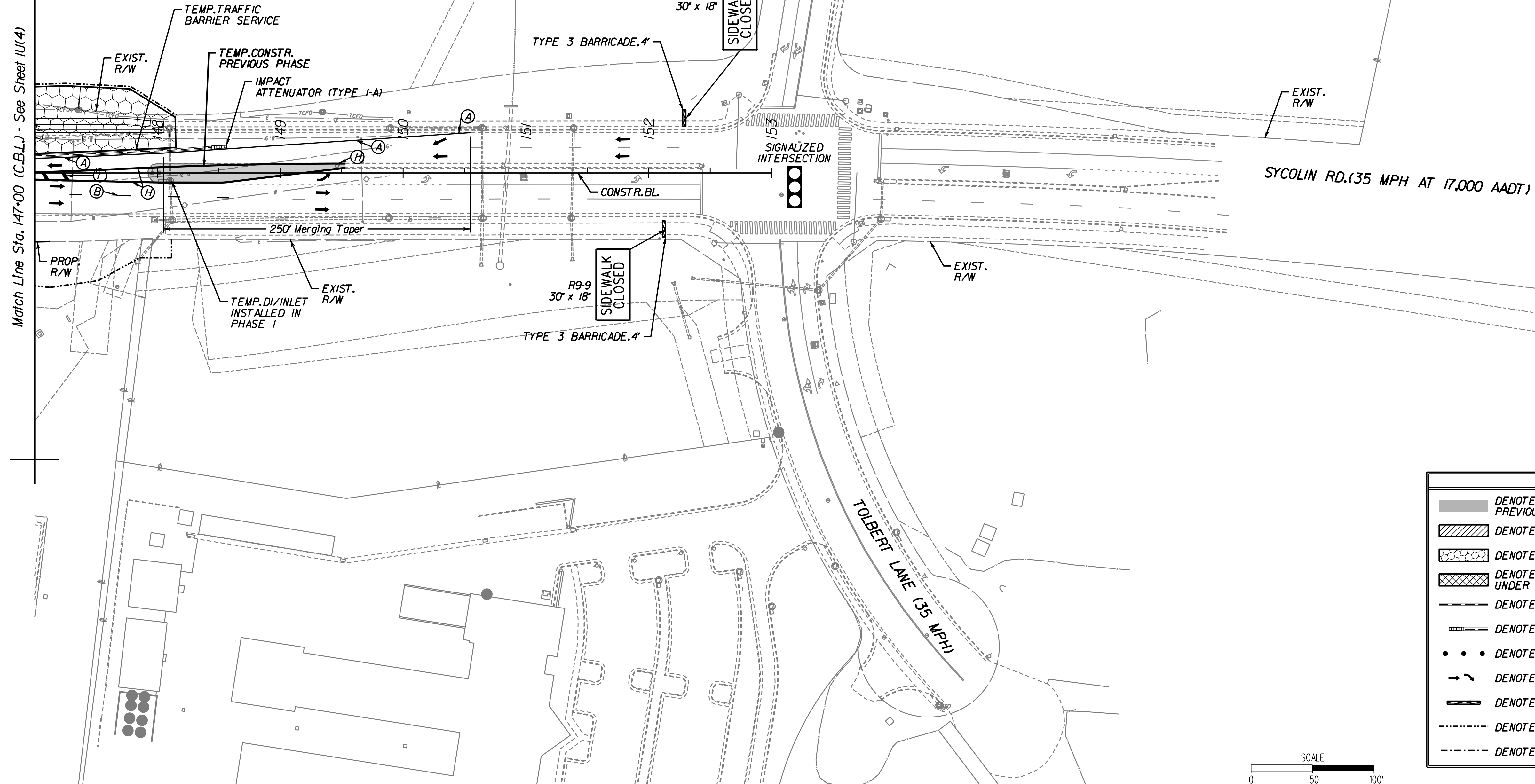
PAVE. MARKING LEGEND

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- (E) TYPE F, CLASS 1 OR II, WHITE, TURN & THROUGH LANE USE ARROW
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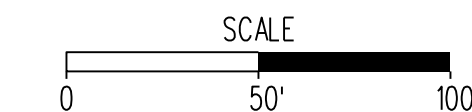
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CONTRACTOR TO IMPLEMENT VWAPM TTC-6J ON S.B. SYCOLIN RD.

Match Line Sta. 147+00 (C.B.L.) - See Sheet 1U(14)



TMP/SOC LEGEND	
	DENOTES TEMP. OR PERM. CONSTR. PREVIOUS PHASE SEE PHASE NOTES.
	DENOTES TEMP. PAVE. WIDENING, THIS PHASE
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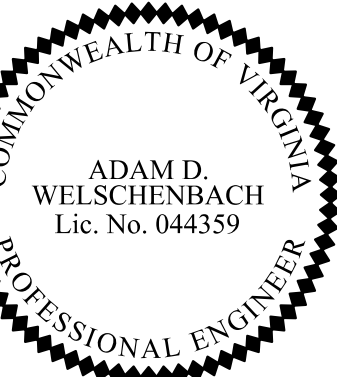
100% PLANS

PROJECT NAME: SYCOLIN ROAD WIDENING PHASE IV FROM CLAUDIA DRIVE TO TOLBERT LANE S.E.

TRANSPORTATION MANAGEMENT PLAN AND SEQUENCE OF CONSTRUCTION

Town of Leesburg Loudoun County, Virginia

SUBMISSION DATE: 02/21/2018



Adam Welschenbach
 2018.02.22 18:14:37 -05'00"

ASSOCIATED PLAN NUMBER: TLCl-2016-0002
 VDOT PROJ. NO. U000-253-312

TOWN NUMBER: TBD

ENGINEER: Rinker Design Associates, P.C.
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 Website: www.rinker.com
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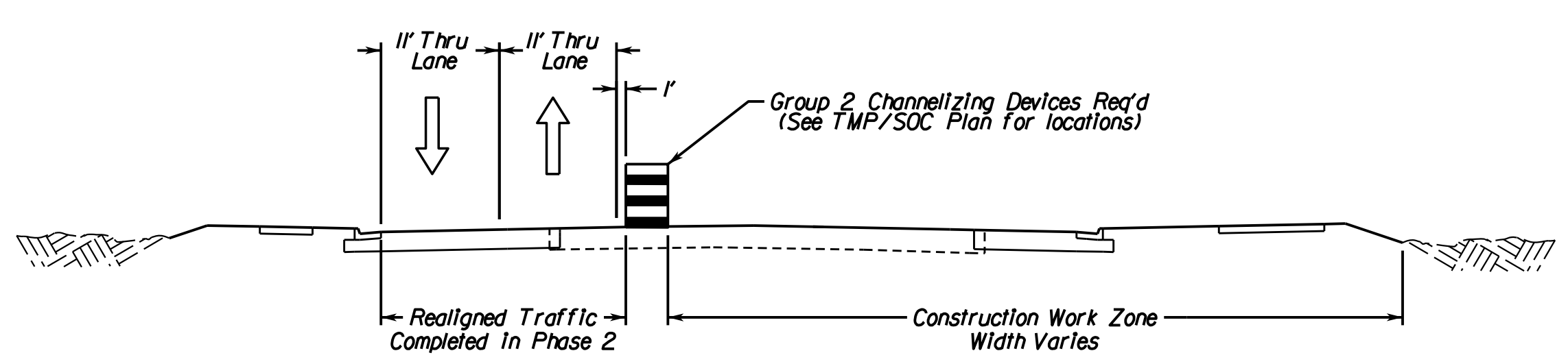
PROJECT MANAGER: MARK A. GUNN, P.E.

PROJECT MANAGER: Anne Gelaer, (703) 771-2742 (Town of Leesburg)
 SURVEYED BY: Sidney Thomas, L.S., (703) 368-7373 (2015)
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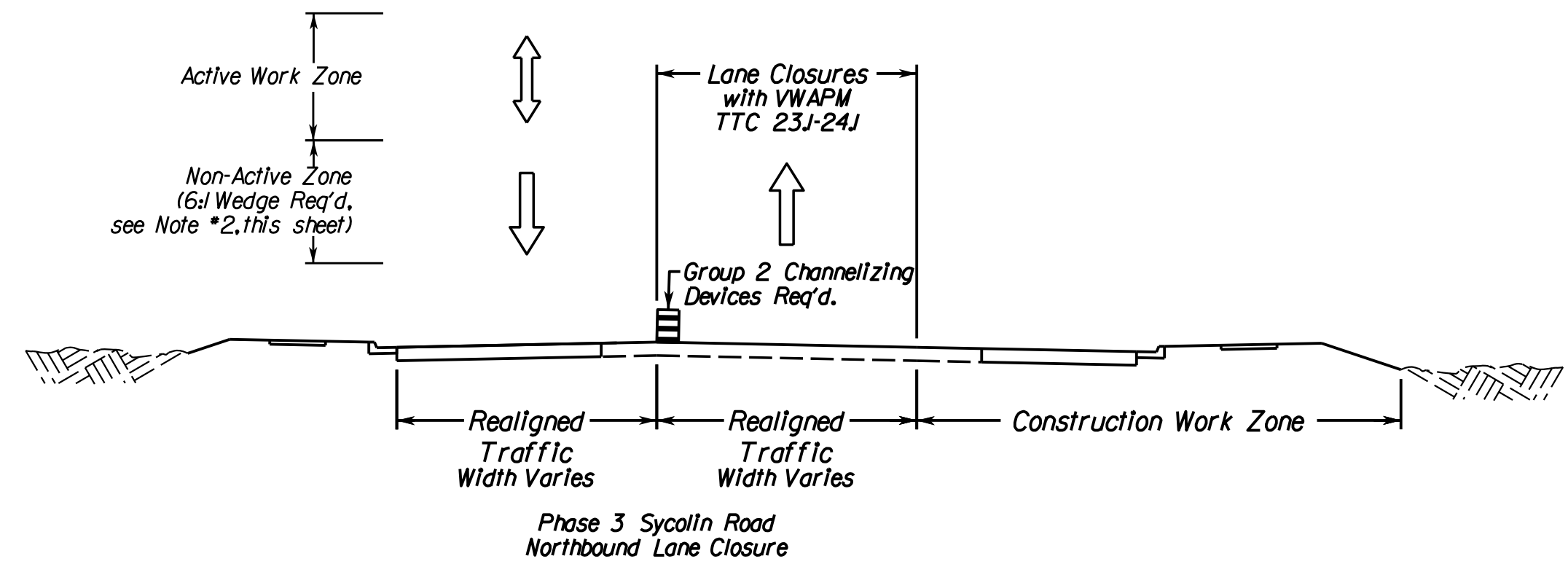
TMP/SOC

PHASE 3 TYPICAL SECTIONS

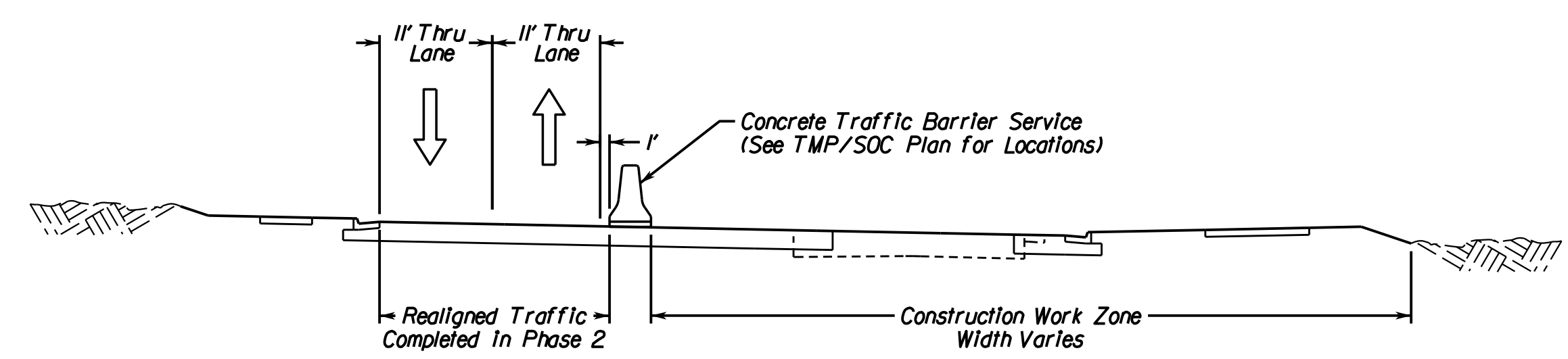
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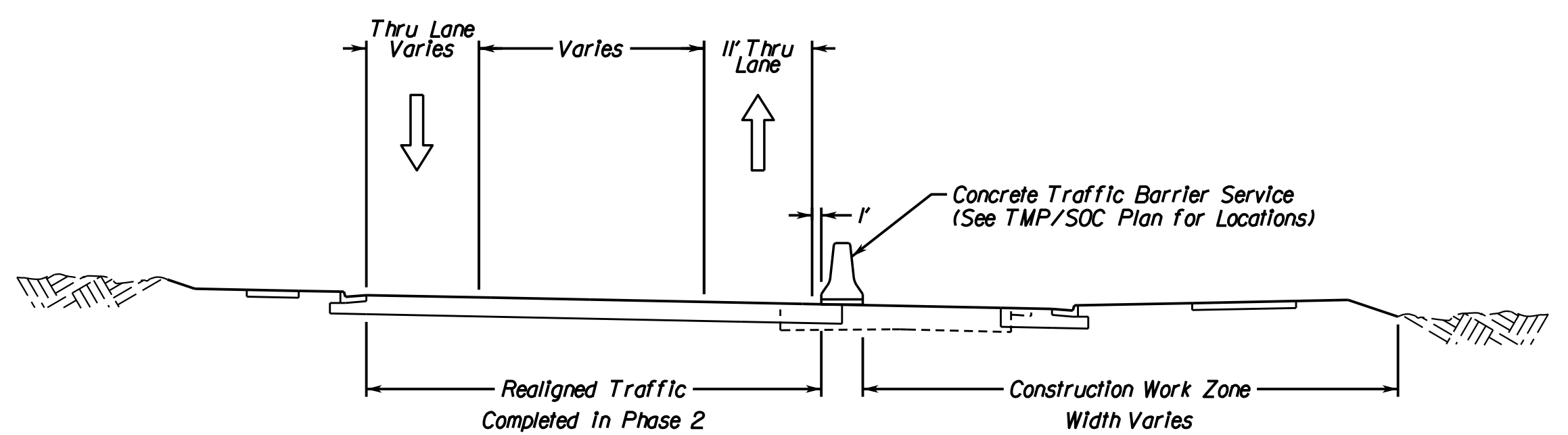
Phase 3 Sycolln Road
Sta. 111+00 thru 120+50



Phase 3 Sycolln Road
Northbound Lane Closure



Phase 3 Sycolln Road
Sta. 120+50 thru 145+40



Phase 3 Sycolln Road
Sta. 145+40 thru 149+00

TMP/SOC Notes

1. Lane closures to occur only when work zone is active (See Note 1c, Sheet 15)
2. When the Construction Zone is non-Active, 6' Wedge shall be installed. See General Note *II, Sheet 1J for details on 6' wedge, Group 2 Channelization Devices to be placed in accordance with TTC-4.0 to permit two-way traffic.
3. When traffic is designated to remain in existing travel lanes, existing lane width shall be maintained at all times.

ENGINEER:
Rinker Design Associates, P.C.
 Engineering - Surveying - Land Planning - Transportation - Environmental Services
 1000 West Bank Road
 Leesburg, VA 20181
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 www.rinker.com
 to Make Your Vision Reality

PROJECT NAME: **SYCOLLN ROAD WIDENING PHASE IV**
FROM CLAUDIA DRIVE TO TOLBERT LANE S.E.
TRANSPORTATION MANAGEMENT PLAN
AND SEQUENCE OF CONSTRUCTION
 Loudoun County, Virginia
 Town of Leesburg
 SUBMISSION DATE: 02/21/2018

Adam Welschenbach
2018.02.22 18:13:13 -05'00'

ASSOCIATED PLAN	PROJECT NO. U000-253-312	TOWN NUMBER: TBD
C.I.P. NUMBER:	TLCI-2016-0002	

PROJECT MANAGER: Anne Gelsler, (703) 771-2742 (Town of Leesburg)
 SURVEYED BY: Sidney Thomas, L.S., (703) 368-7373 (2015)
 SUBSURFACE UTILITY BY: AccuMark, (800) 542-2990 (2015)
 DESIGN SUPERVISED BY: Mark A. Gunno, P.E., (703) 368-7373
 DESIGNED BY: Adam Welschenbach, (703) 368-7373

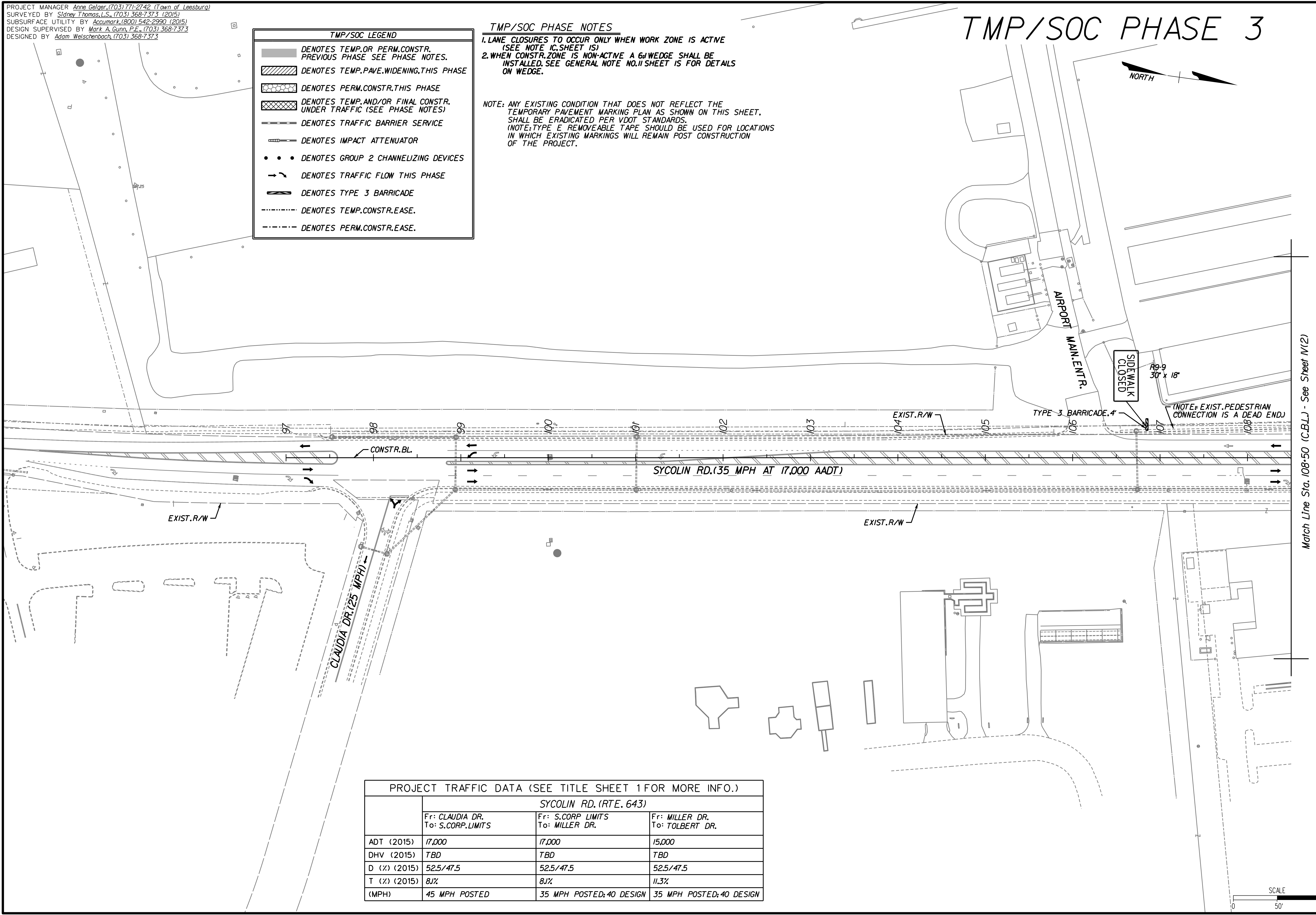
TMP/SOC LEGEND	
	DENOTES TEMP. OR PERM. CONSTR. PREVIOUS PHASE SEE PHASE NOTES.
	DENOTES TEMP. PAVE. WIDENING, THIS PHASE
	DENOTES PERM. CONSTR. THIS PHASE
	DENOTES TEMP. AND/OR FINAL CONSTR. UNDER TRAFFIC (SEE PHASE NOTES)
	DENOTES TRAFFIC BARRIER SERVICE
	DENOTES IMPACT ATTENUATOR
	DENOTES GROUP 2 CHANNELIZING DEVICES
	DENOTES TRAFFIC FLOW THIS PHASE
	DENOTES TYPE 3 BARRICADE
	DENOTES TEMP. CONSTR. EASE.
	DENOTES PERM. CONSTR. EASE.

TMP/SOC PHASE NOTES

- LANE CLOSURES TO OCCUR ONLY WHEN WORK ZONE IS ACTIVE (SEE NOTE 1C, SHEET 1S)
- WHEN CONSTR. ZONE IS NON-ACTIVE A 6" WEDGE SHALL BE INSTALLED. SEE GENERAL NOTE NO. II SHEET IS FOR DETAILS ON WEDGE.

NOTE: ANY EXISTING CONDITION THAT DOES NOT REFLECT THE TEMPORARY PAVEMENT MARKING PLAN AS SHOWN ON THIS SHEET, SHALL BE ERADICATED PER VDOT STANDARDS. (NOTE: TYPE E REMOVEABLE TAPE SHOULD BE USED FOR LOCATIONS IN WHICH EXISTING MARKINGS WILL REMAIN POST CONSTRUCTION OF THE PROJECT.)

TMP/SOC PHASE 3



PROJECT TRAFFIC DATA (SEE TITLE SHEET 1 FOR MORE INFO.)			
SYCOLIN RD. (RTE. 643)			
	Fr: CLAUDIA DR. To: S.CORP. LIMITS	Fr: S.CORP. LIMITS To: MILLER DR.	Fr: MILLER DR. To: TOLBERT DR.
ADT (2015)	17,000	17,000	15,000
DHV (2015)	TBD	TBD	TBD
D (%) (2015)	52.5/47.5	52.5/47.5	52.5/47.5
T (%) (2015)	8.1%	8.1%	11.3%
(MPH)	45 MPH POSTED	35 MPH POSTED; 40 DESIGN	35 MPH POSTED; 40 DESIGN

ENGINEER:
Rinker Design Associates, P.C.
 Engineering - Surveying - Land Planning - Transportation - Environmental Services
 6000 Decoye Blvd., Suite 200, Manassas, Virginia 20108 on the web @ www.rinkera.com
 Telephone: (703) 368-7373 Fax: (703) 370-5443
 E-mail: info@rinkera.com
 to Make Your Vision Reality

PROJECT MANAGER: MARK A. GUNNO, P.E.

PROJECT NAME: **SYCOLIN ROAD WIDENING PHASE IV**
 FROM CLAUDIA DRIVE TO TOLBERT LANE S.E.
 TRANSPORTATION MANAGEMENT PLAN
 AND SEQUENCE OF CONSTRUCTION

Town of Leesburg
 Loudoun County, Virginia
 SUBMISSION DATE: 02/21/2018

Adam Welschenbach
 2018.02.22 18:12:49 -05'00'

ASSOCIATED PLAN	C.I.P. NUMBER: TLCI-2016-0002	TOWN NUMBER: TBD
	VDOT PROJ. NO. U000-253-312	

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