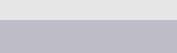

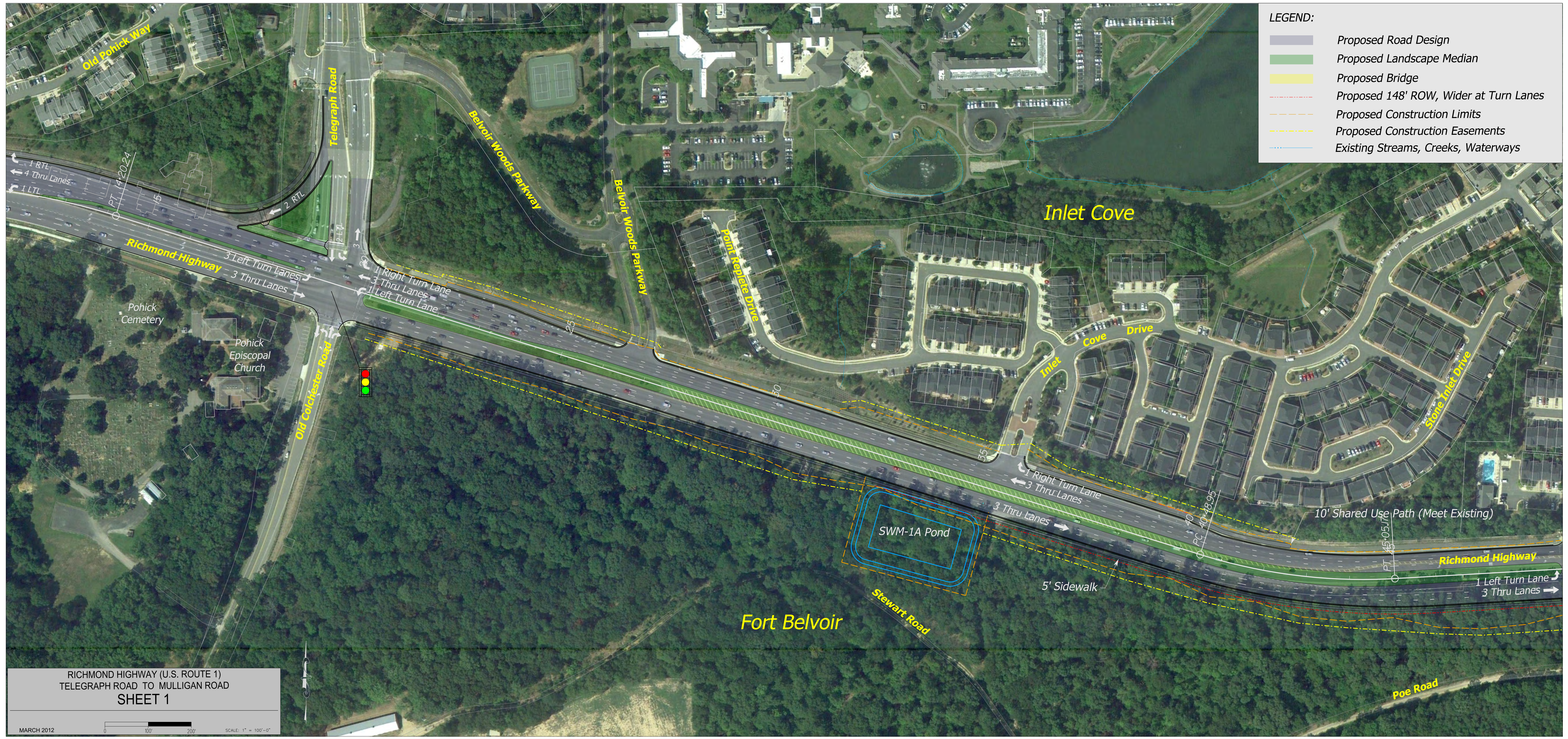


LEGEND:

-  Proposed Road Design
-  Proposed Landscape Median
-  Proposed Bridge
-  Proposed 148' ROW, Wider at Turn Lanes
-  Proposed Construction Limits
-  Proposed Construction Easements
-  Existing Streams, Creeks, Waterways

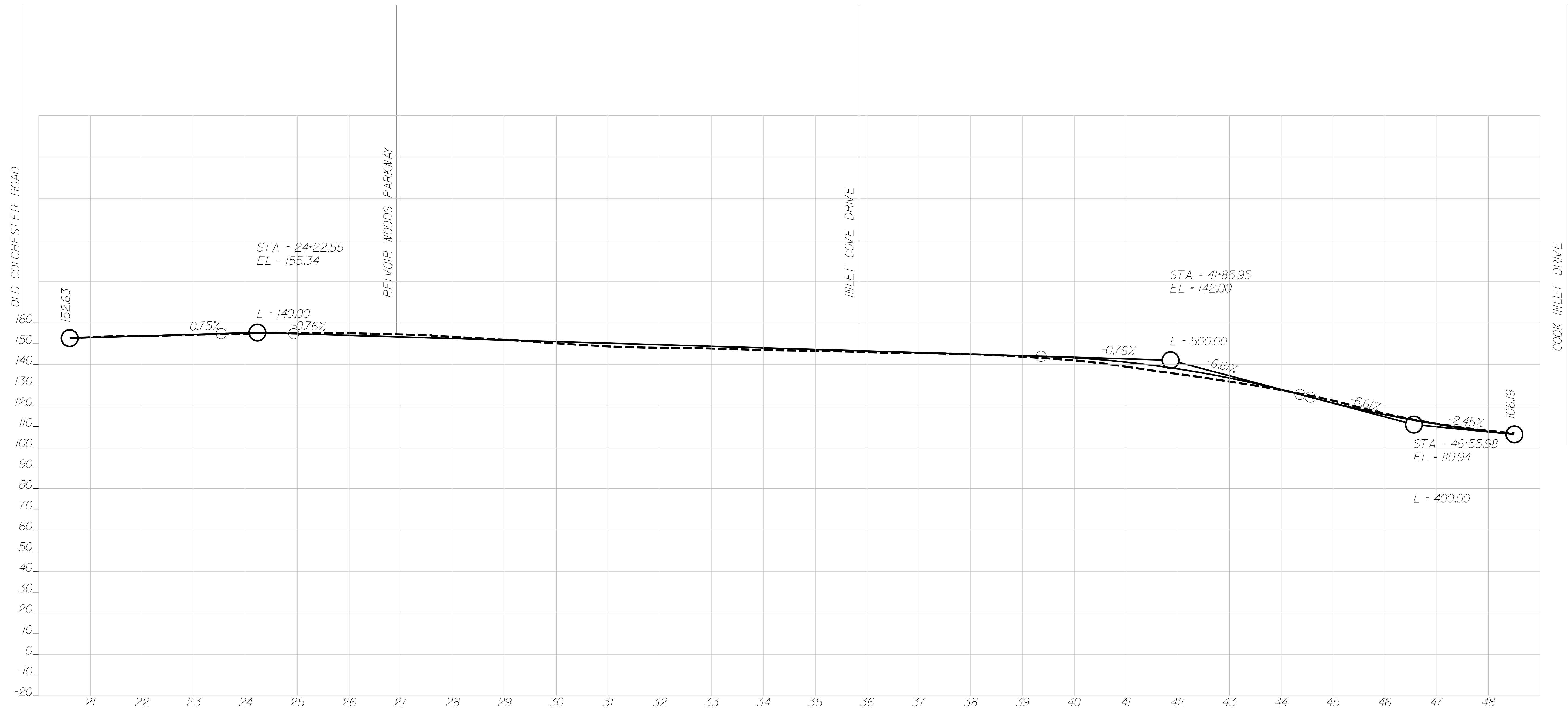


RICHMOND HIGHWAY (U.S. ROUTE 1)
TELEGRAPH ROAD TO MULLIGAN ROAD
SHEET 1

MARCH 2012

0 100' 200'

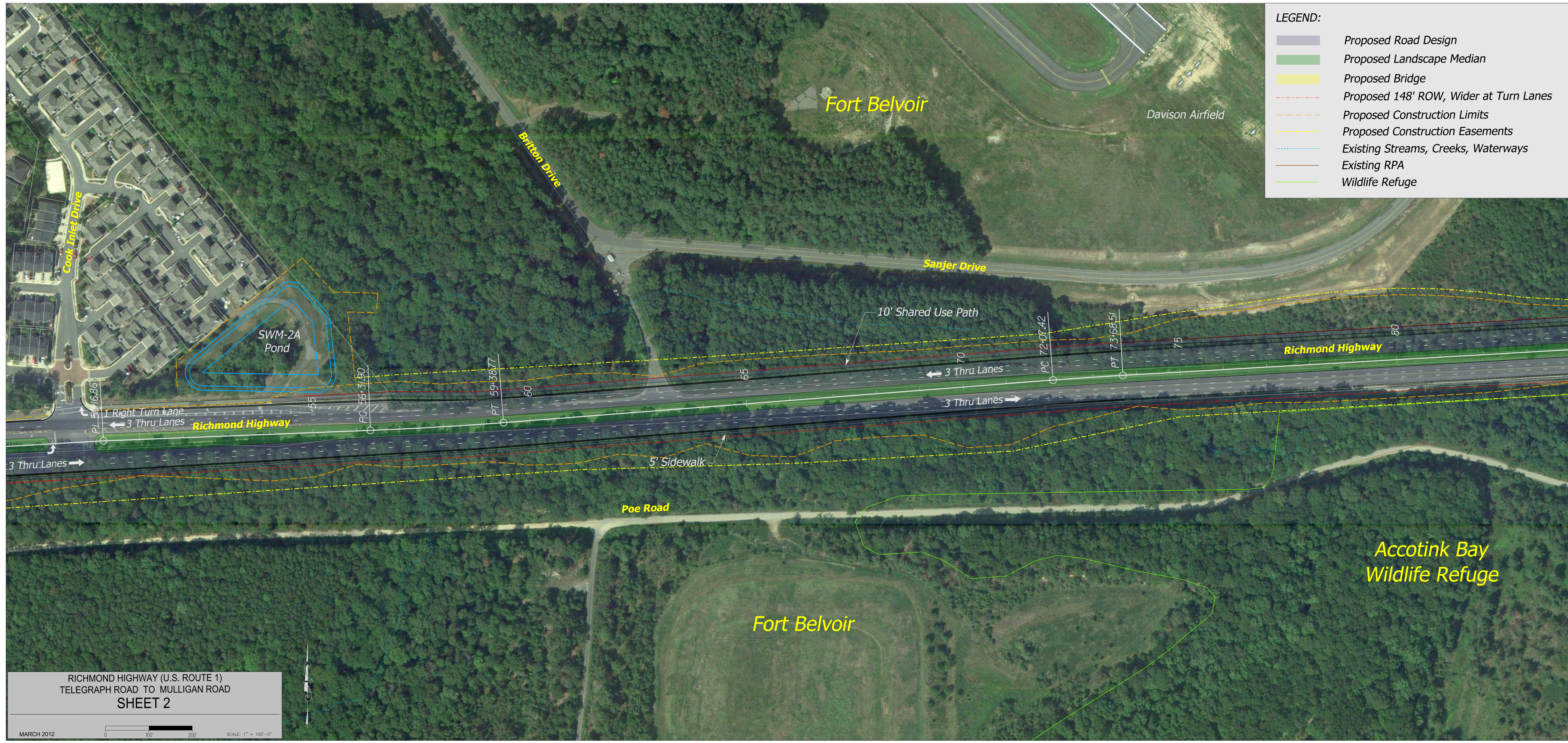
SCALE: 1" = 100'-0"



RICHMOND HIGHWAY (U.S. ROUTE 1)
 TELEGRAPH ROAD TO MULLIGAN ROAD PROFILE
SHEET 1A

LEGEND:

- Proposed Road Design
- Proposed Landscape Median
- Proposed Bridge
- Proposed 148' ROW, Wider at Turn Lanes
- Proposed Construction Limits
- Proposed Construction Easements
- Existing Streams, Creeks, Waterways
- Existing RPA
- Wildlife Refuge

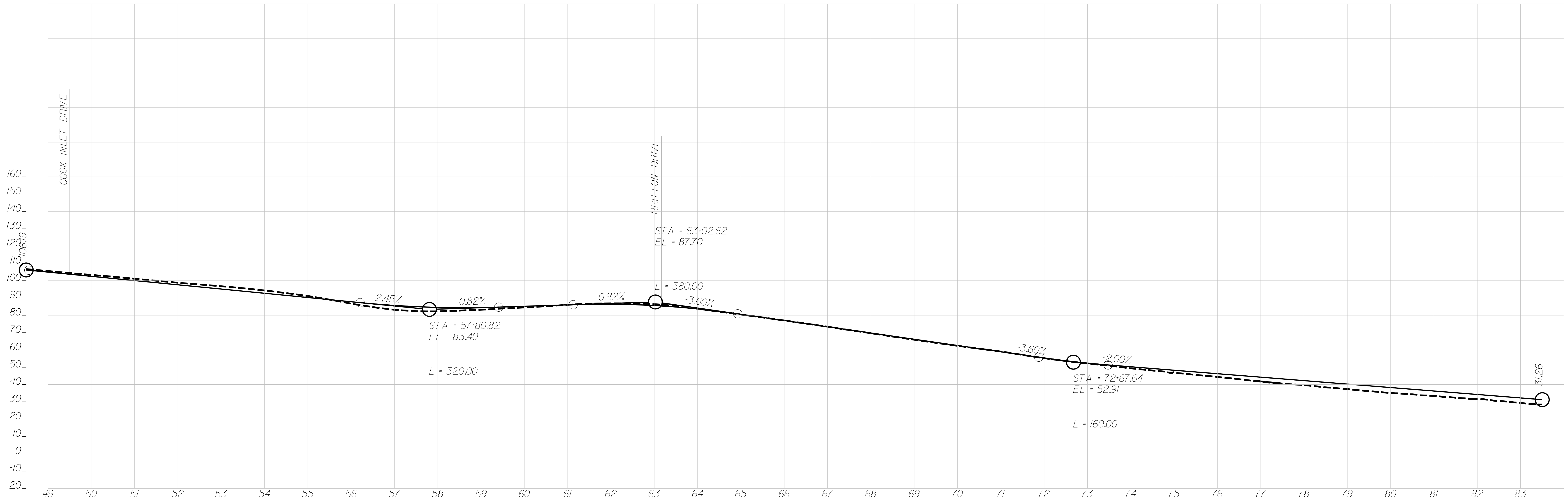


RICHMOND HIGHWAY (U.S. ROUTE 1)
TELEGRAPH ROAD TO MULLIGAN ROAD
SHEET 2

MARCH 2012

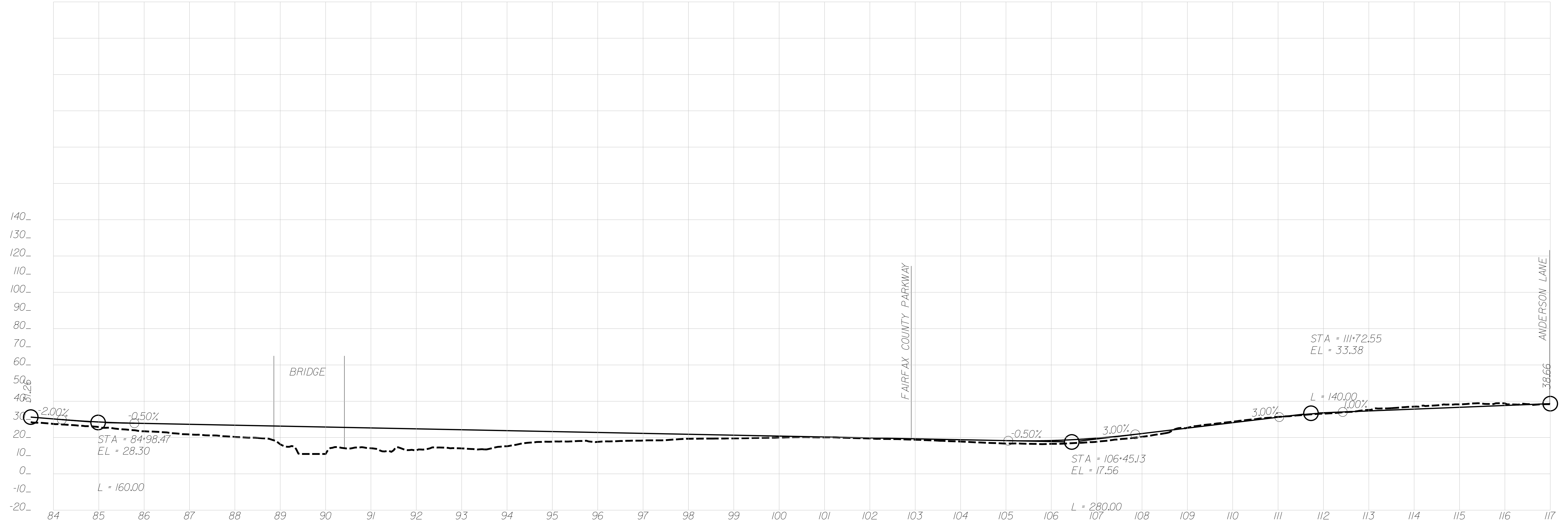
0 100' 200'

SCALE: 1" = 100'-0"

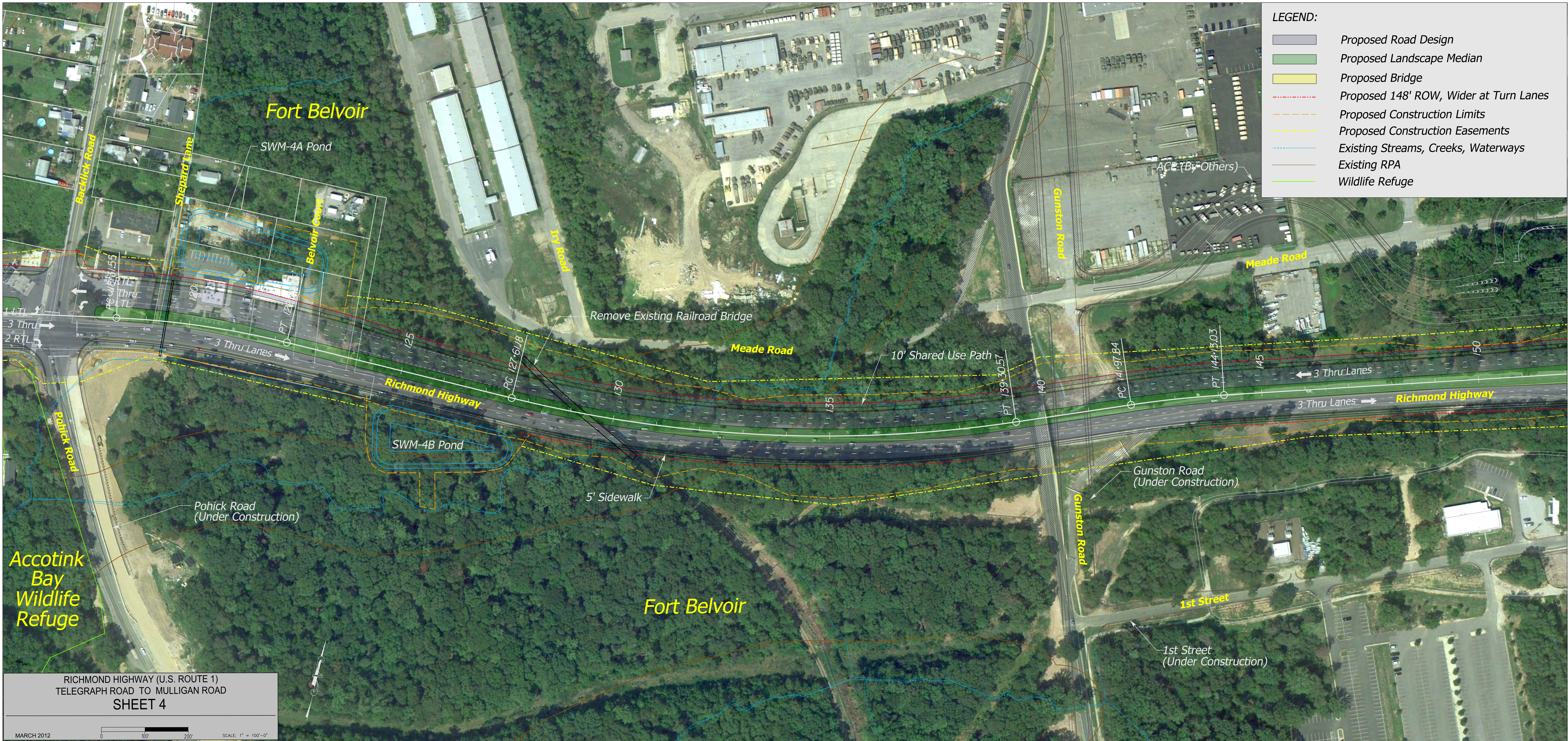


COOK INLET DRIVE

BRITTON DRIVE



RICHMOND HIGHWAY (U.S. ROUTE 1)
 TELEGRAPH ROAD TO MULLIGAN ROAD PROFILE
SHEET 3A



LEGEND:

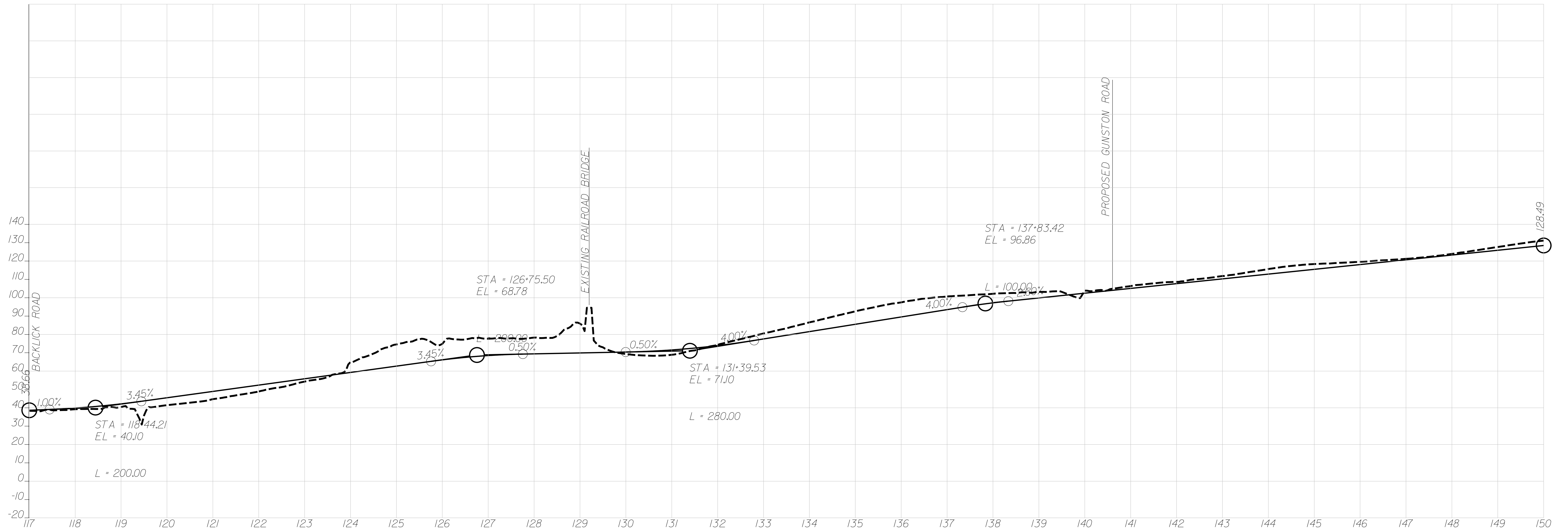
	Proposed Road Design
	Proposed Landscape Median
	Proposed Bridge
	Proposed 148' ROW, Wider at Turn Lanes
	Proposed Construction Limits
	Proposed Construction Easements
	Existing Streams, Creeks, Waterways
	Existing RPA
	Wildlife Refuge

RICHMOND HIGHWAY (U.S. ROUTE 1)
 TELEGRAPH ROAD TO MULLIGAN ROAD
SHEET 4

MARCH 2012

0 100' 200'

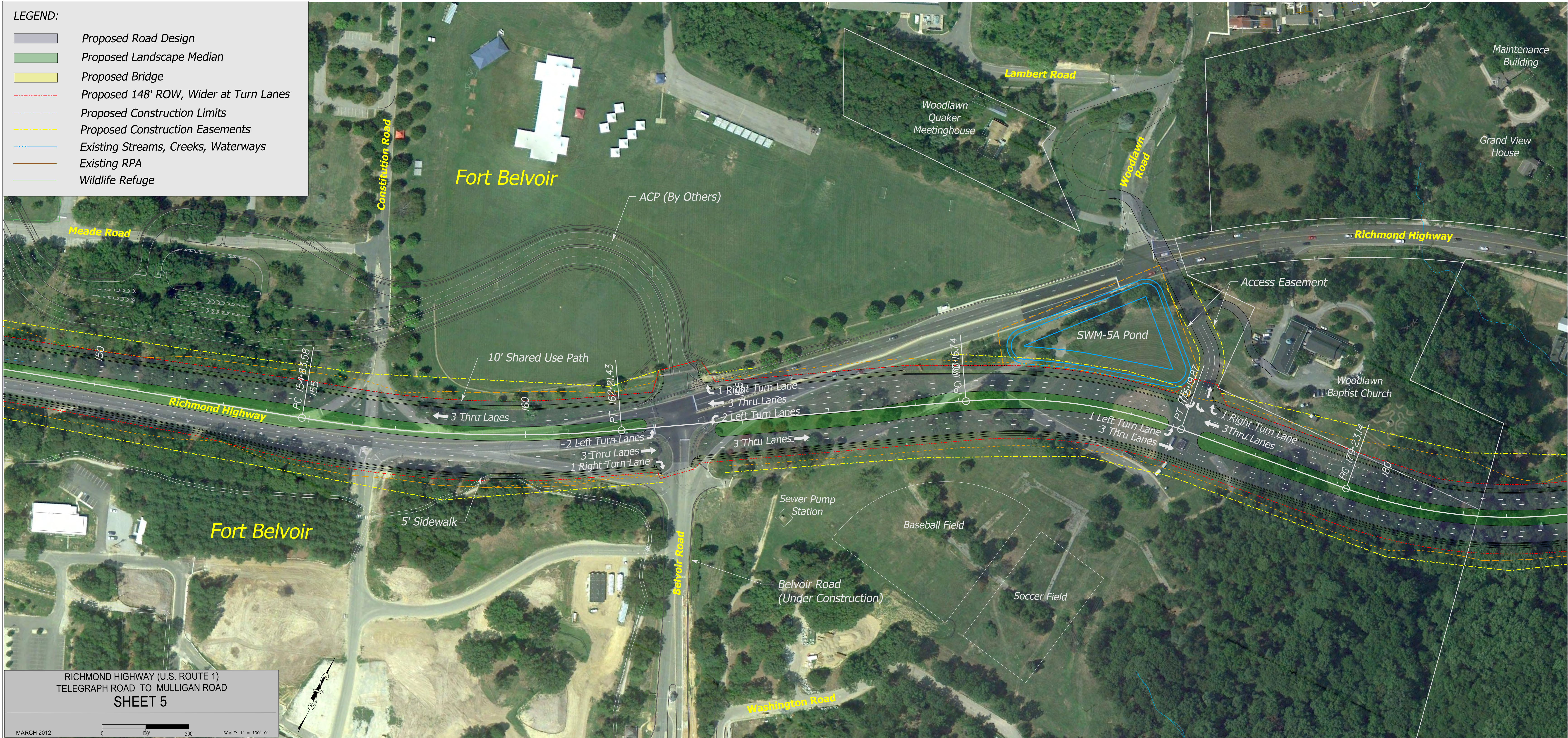
SCALE: 1" = 100'-0"



RICHMOND HIGHWAY (U.S. ROUTE 1)
 TELEGRAPH ROAD TO MULLIGAN ROAD PROFILE
SHEET 4A

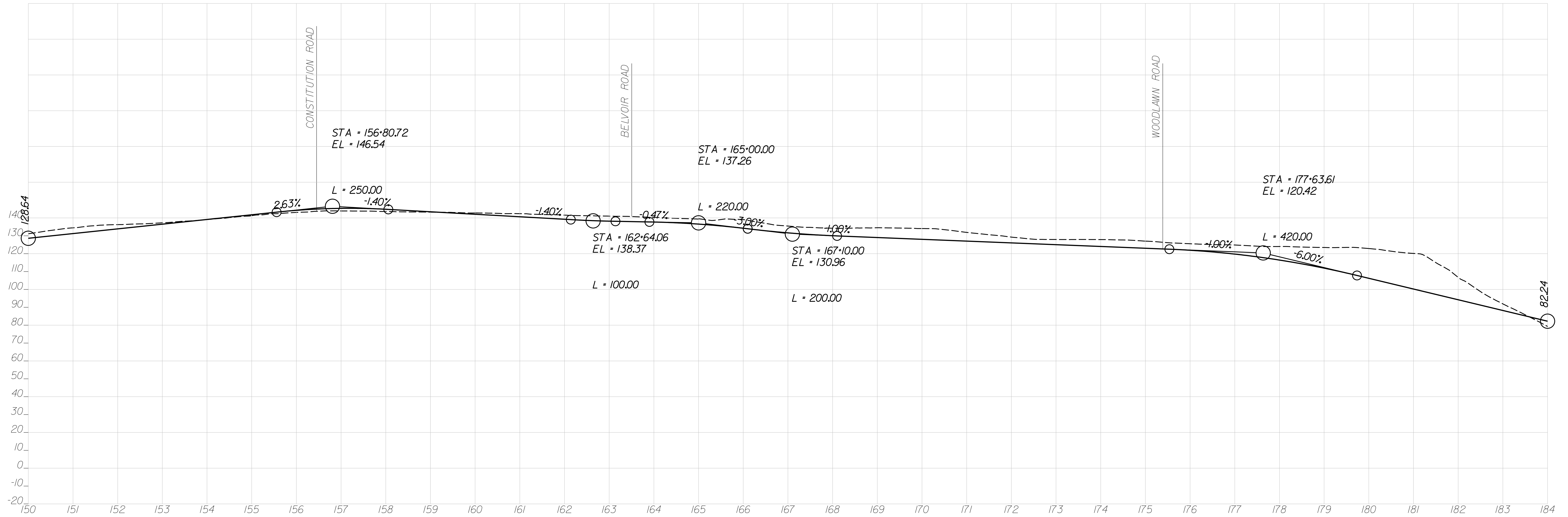
LEGEND:

- Proposed Road Design
- Proposed Landscape Median
- Proposed Bridge
- Proposed 148' ROW, Wider at Turn Lanes
- Proposed Construction Limits
- Proposed Construction Easements
- Existing Streams, Creeks, Waterways
- Existing RPA
- Wildlife Refuge



RICHMOND HIGHWAY (U.S. ROUTE 1)
TELEGRAPH ROAD TO MULLIGAN ROAD
SHEET 5

MARCH 2012 0 100 200 SCALE: 1" = 100'-0"



LEGEND:

- Proposed Road Design
- Proposed Landscape Median
- Proposed Bridge
- Proposed 148' ROW, Wider at Turn Lanes
- Proposed Construction Limits
- Proposed Construction Easements
- Existing Streams, Creeks, Waterways
- Existing RPA
- Wildlife Refuge

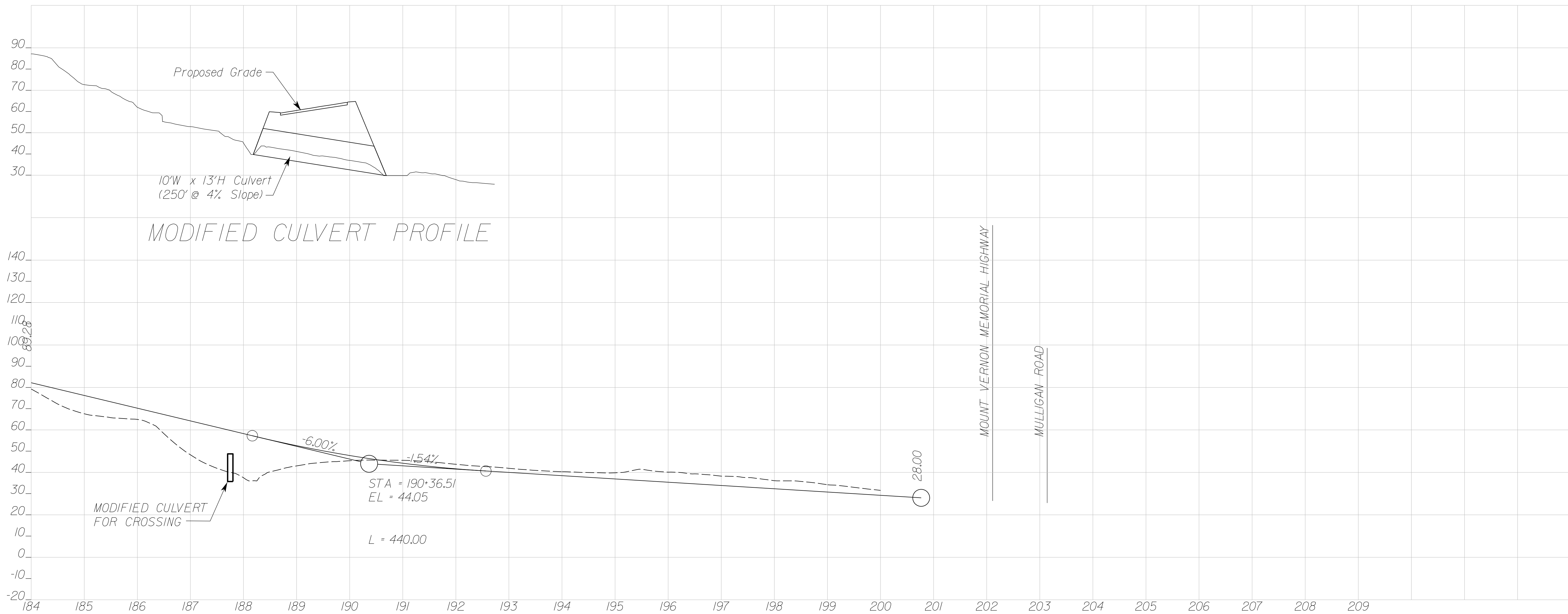


RICHMOND HIGHWAY (U.S. ROUTE 1)
 TELEGRAPH ROAD TO MULLIGAN ROAD
SHEET 6

MARCH 2012

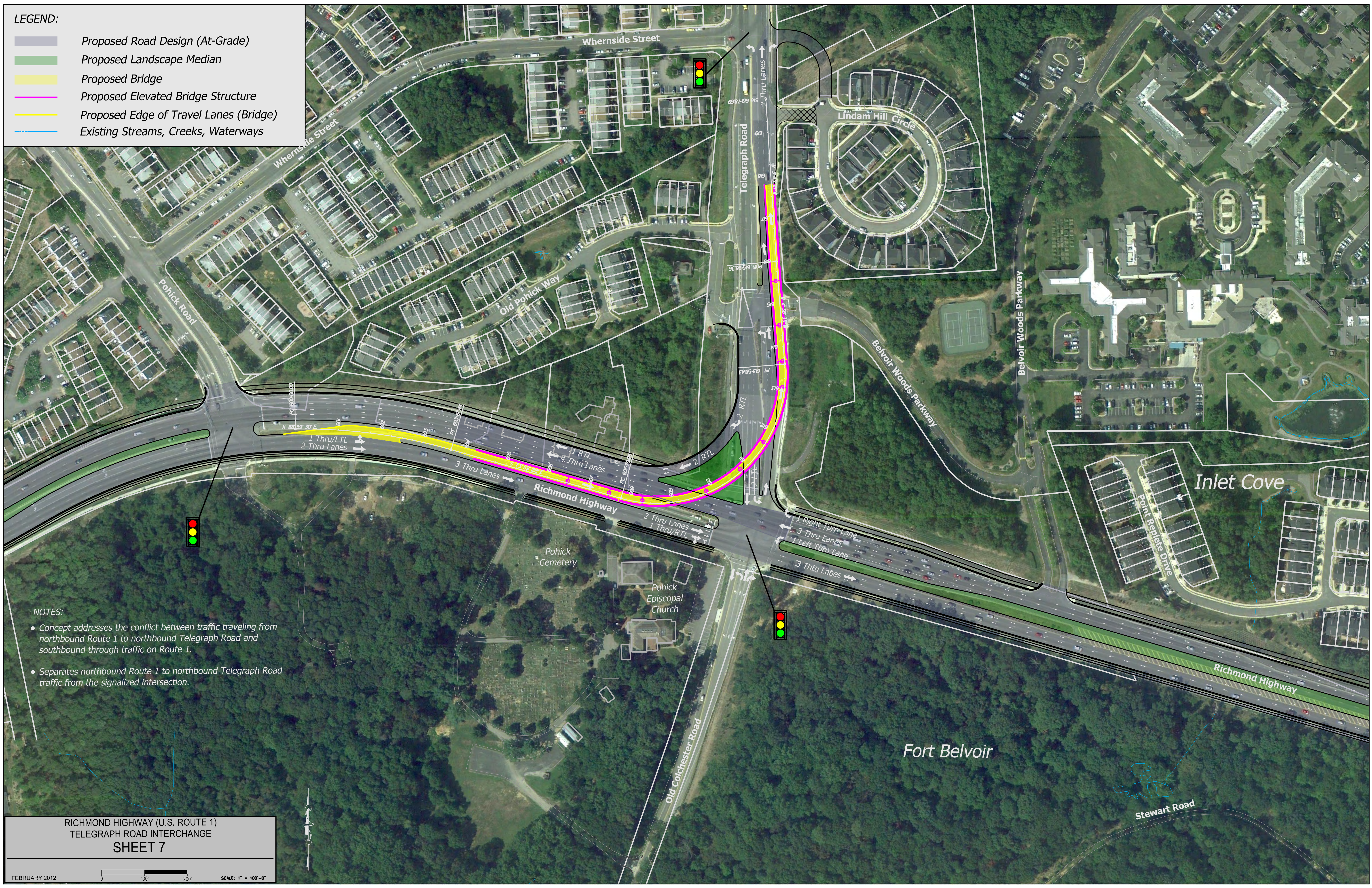
0 100 200

SCALE: 1" = 100'-0"



LEGEND:

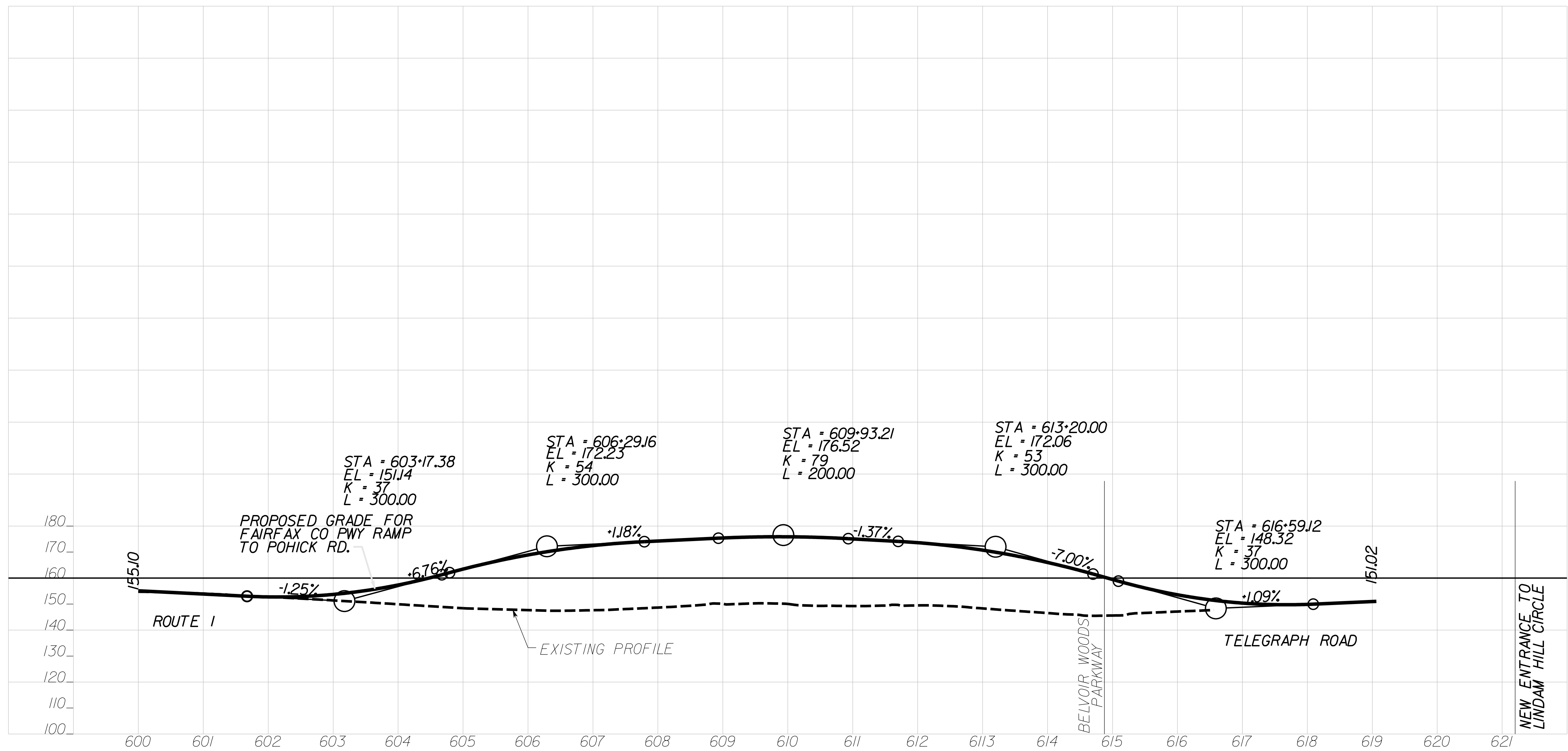
- Proposed Road Design (At-Grade)
- Proposed Landscape Median
- Proposed Bridge
- Proposed Elevated Bridge Structure
- Proposed Edge of Travel Lanes (Bridge)
- Existing Streams, Creeks, Waterways



- NOTES:**
- Concept addresses the conflict between traffic traveling from northbound Route 1 to northbound Telegraph Road and southbound through traffic on Route 1.
 - Separates northbound Route 1 to northbound Telegraph Road traffic from the signalized intersection.

**RICHMOND HIGHWAY (U.S. ROUTE 1)
TELEGRAPH ROAD INTERCHANGE
SHEET 7**

FEBRUARY 2012 SCALE: 1" = 100'-0"

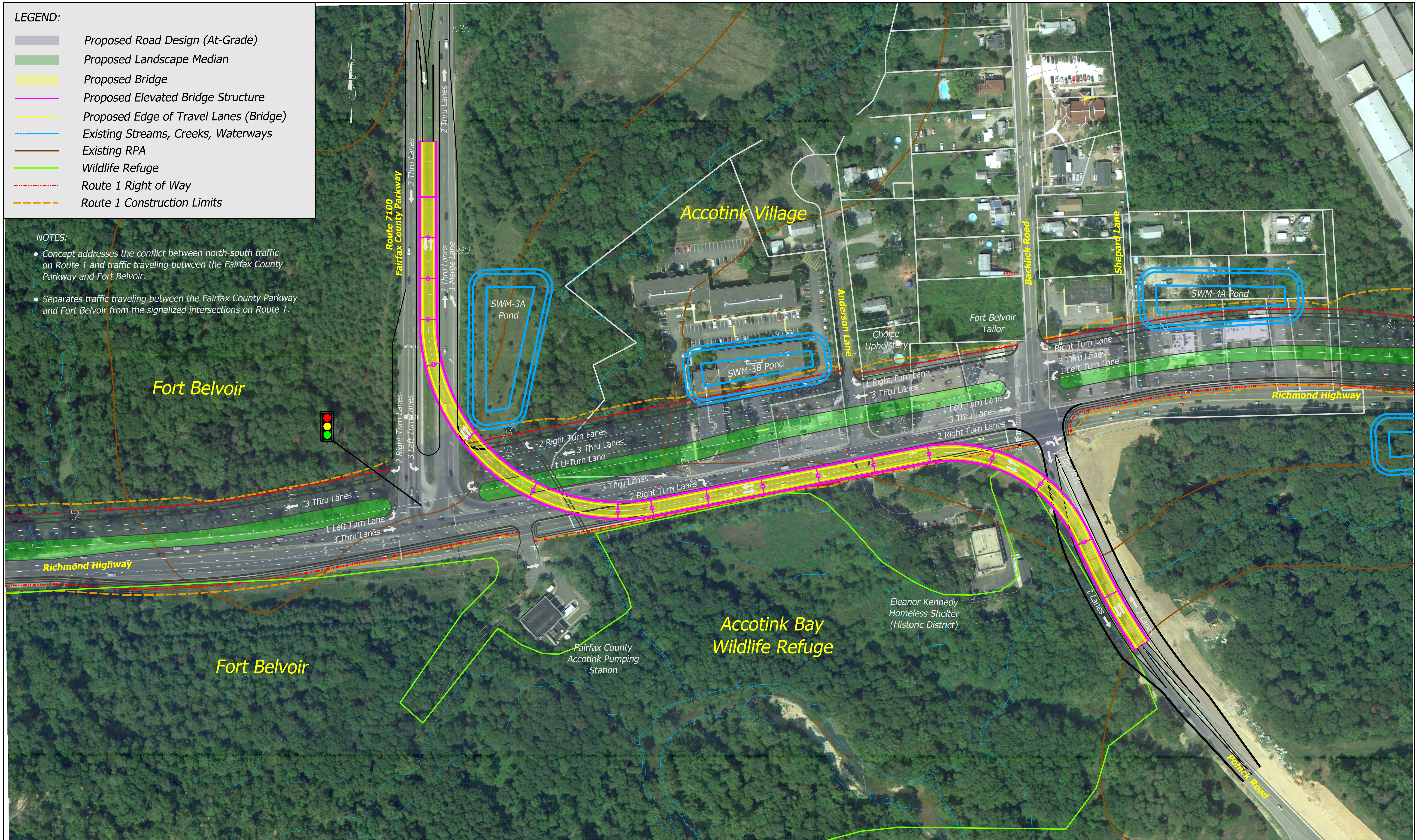


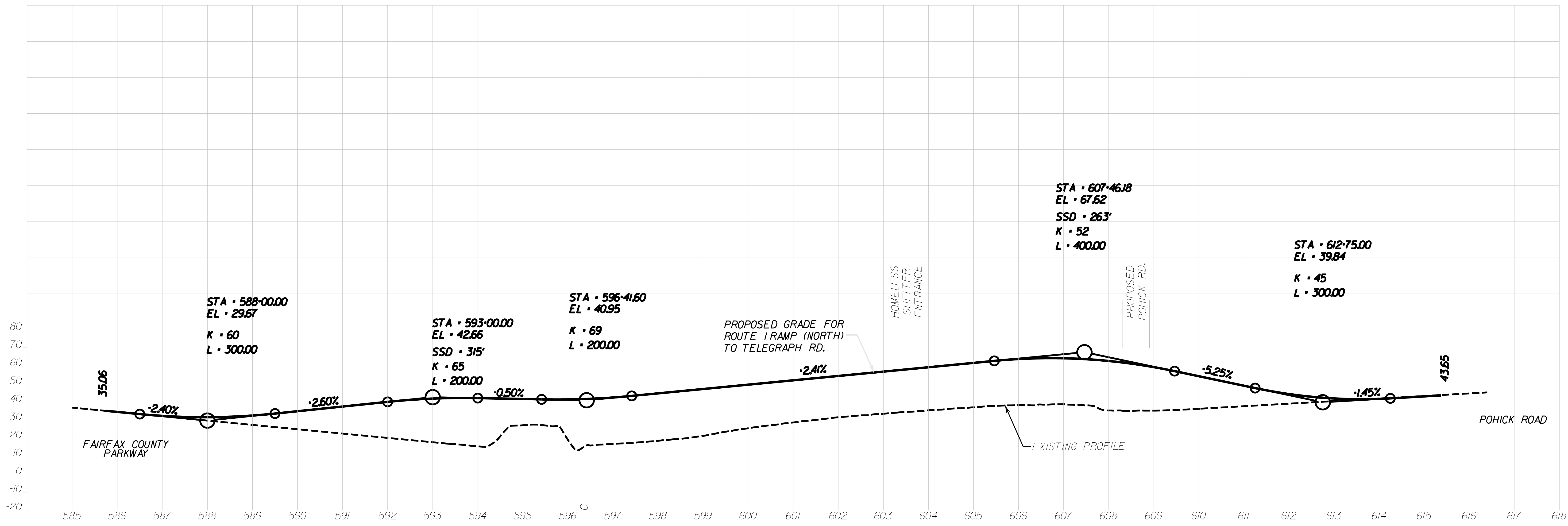
LEGEND:

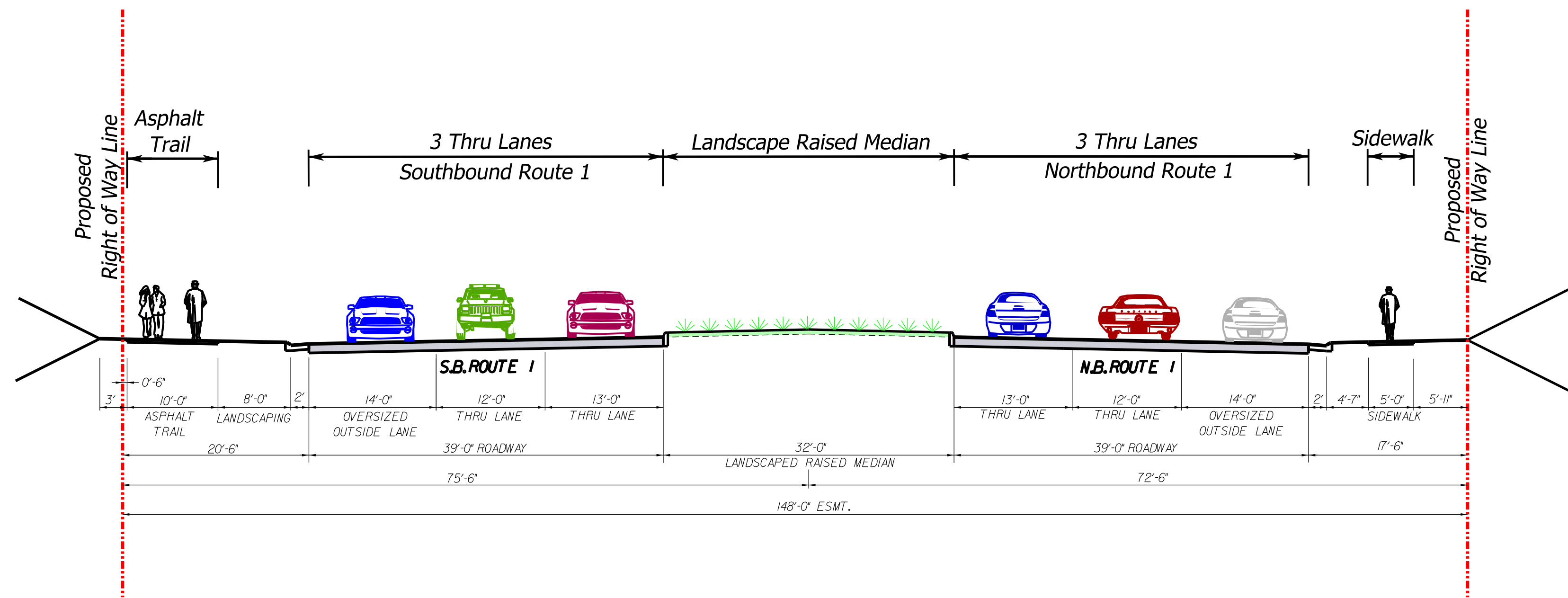
- Proposed Road Design (At-Grade)
- Proposed Landscape Median
- Proposed Bridge
- Proposed Elevated Bridge Structure
- Proposed Edge of Travel Lanes (Bridge)
- Existing Streams, Creeks, Waterways
- Existing RPA
- Wildlife Refuge
- Route 1 Right of Way
- Route 1 Construction Limits

NOTES:

- Concept addresses the conflict between north-south traffic on Route 1 and traffic traveling between the Fairfax County Parkway and Fort Belvoir.
- Separates traffic traveling between the Fairfax County Parkway and Fort Belvoir from the signalized intersections on Route 1.

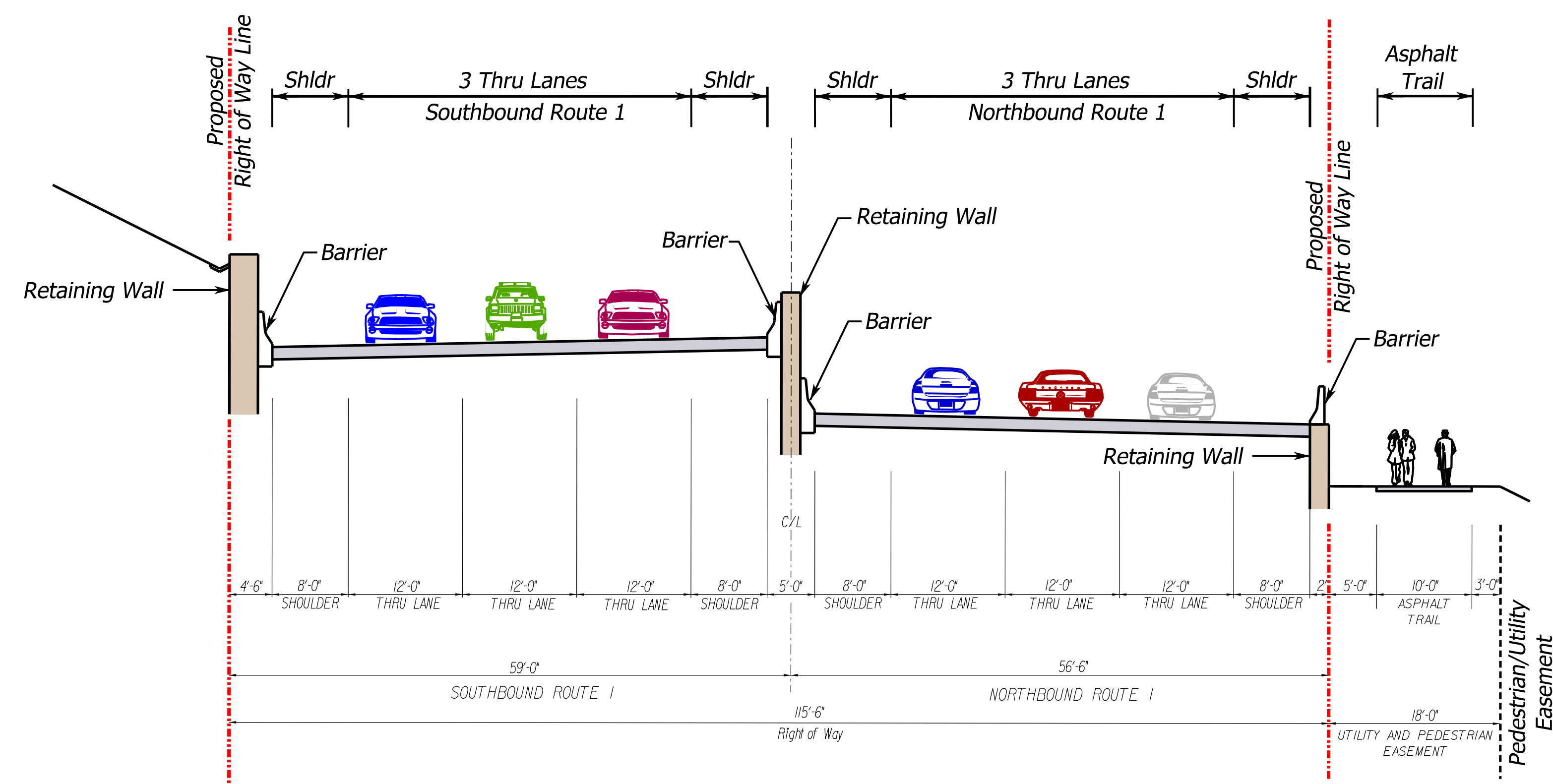
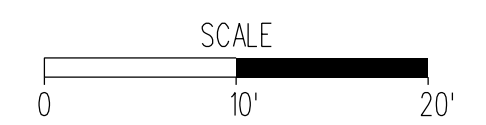






ROUTE 1
TELEGRAPH ROAD TO MULLIGAN ROAD

TYPICAL SECTION



ROUTE 1
WOODLAWN ROAD TO MULLIGAN ROAD

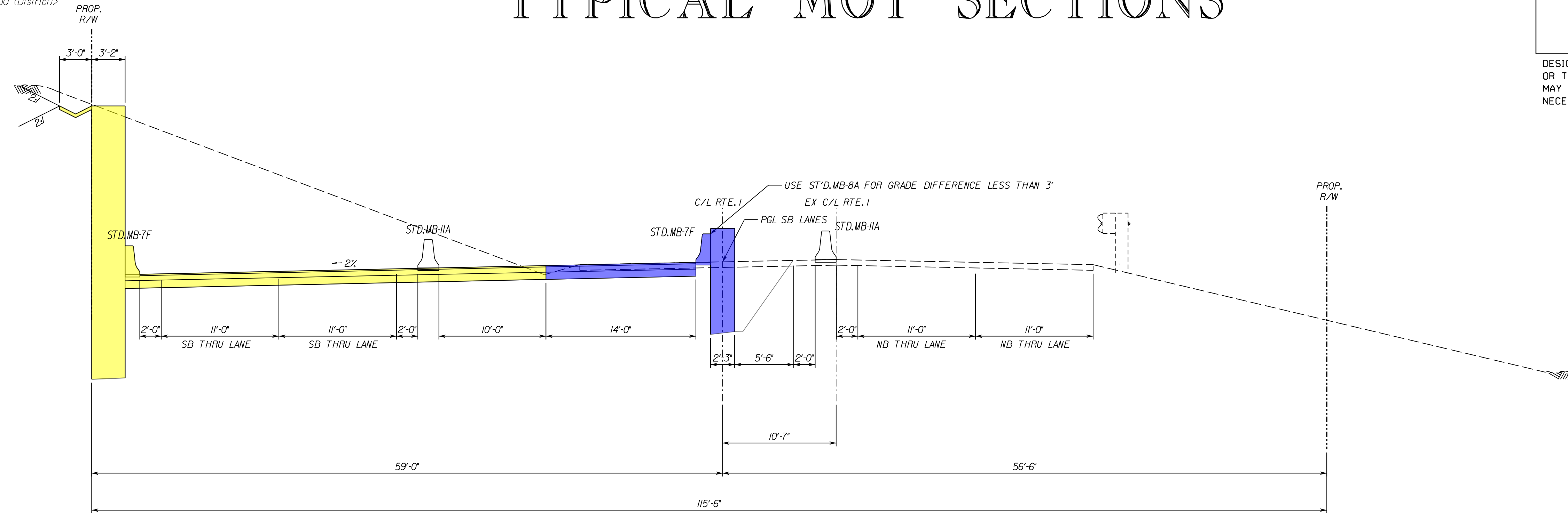
BIFURCATED SECTION

PROJECT MANAGER <Project_Mgr_Name (000) 000-0000 (District)>
SURVEYED BY <Surveyor_Name (000) 000-0000 (District)>
DESIGN SUPERVISED BY <Supervisor_Name (000) 000-0000 (District)>
DESIGNED BY <Designer_Name (000) 000-0000 (District)>

TYPICAL MOT SECTIONS

REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA.				

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



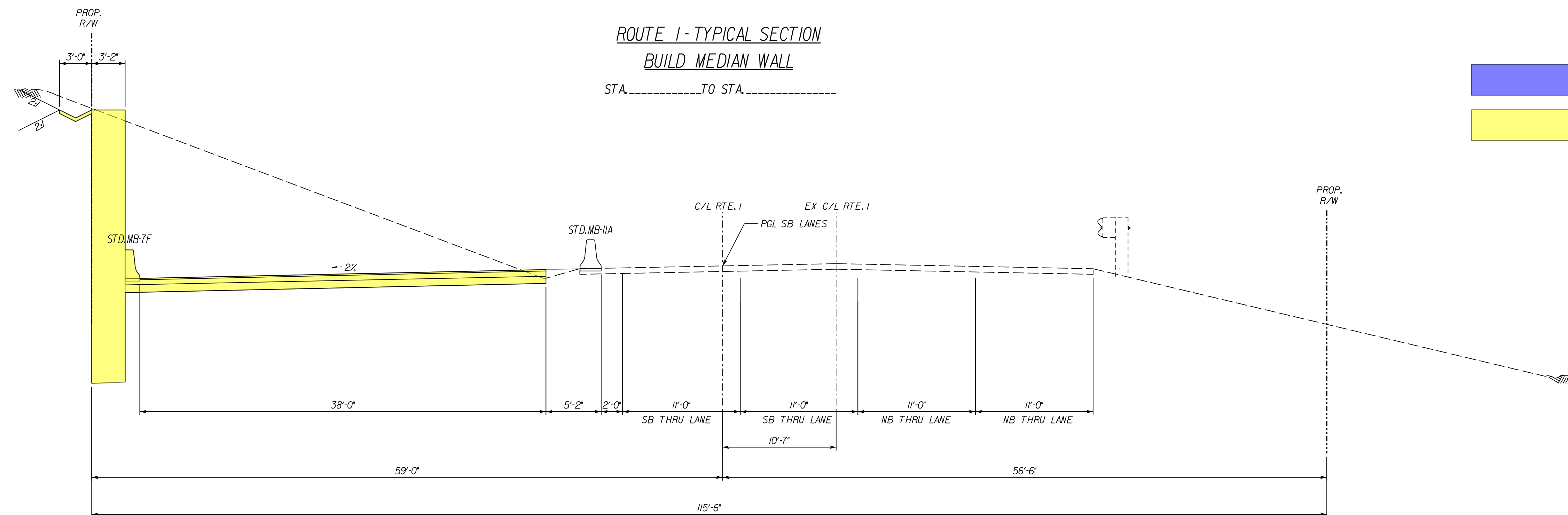
PHASE 2

ROUTE 1 - TYPICAL SECTION
BUILD MEDIAN WALL

STA. _____ TO STA. _____

LEGEND

- ACTIVE CONSTRUCTION
- COMPLETED CONSTRUCTION



PHASE 1

ROUTE 1 - TYPICAL SECTION
BUILD SOUTHBOUND LANES

STA. _____ TO STA. _____

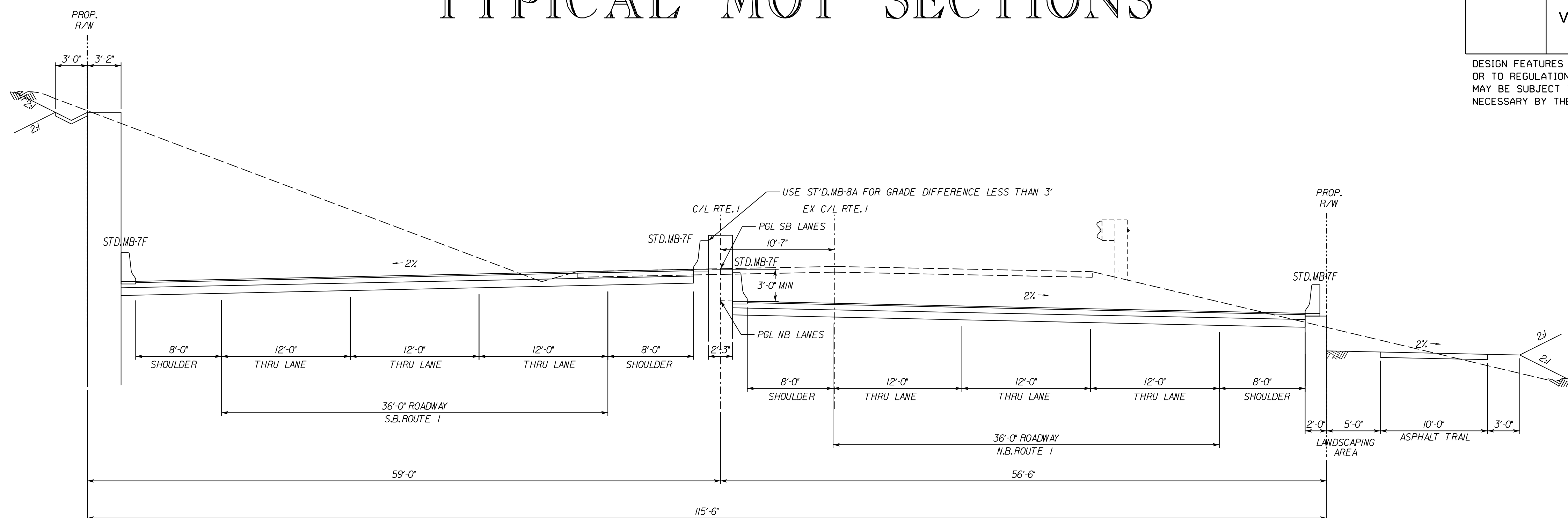
	PROJECT	SHEET NO.

PROJECT MANAGER <Project_Mgr_Name (000) 000-0000 (District)>
 SURVEYED BY <Surveyor_Name (000) 000-0000 (District)>
 DESIGN SUPERVISED BY <Supervisor_Name (000) 000-0000 (District)>
 DESIGNED BY <Designer_Name (000) 000-0000 (District)>

TYPICAL MOT SECTIONS

REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA.				

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



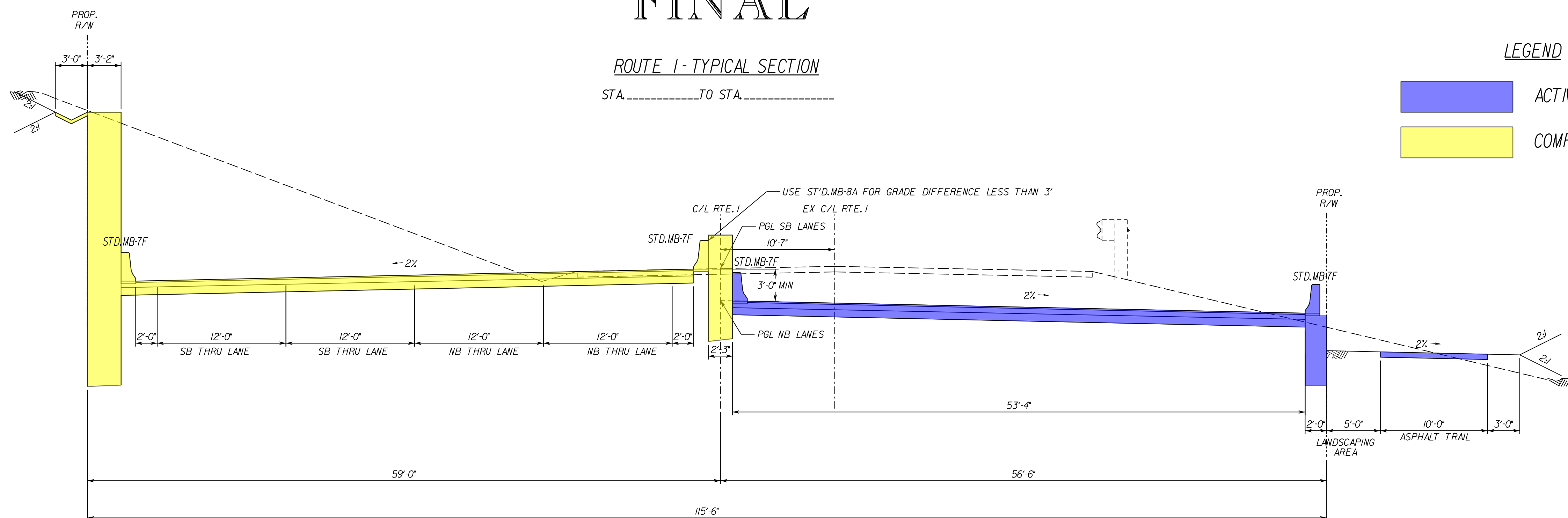
FINAL

ROUTE 1 - TYPICAL SECTION

STA. _____ TO STA. _____

LEGEND

- ACTIVE CONSTRUCTION
- COMPLETED CONSTRUCTION



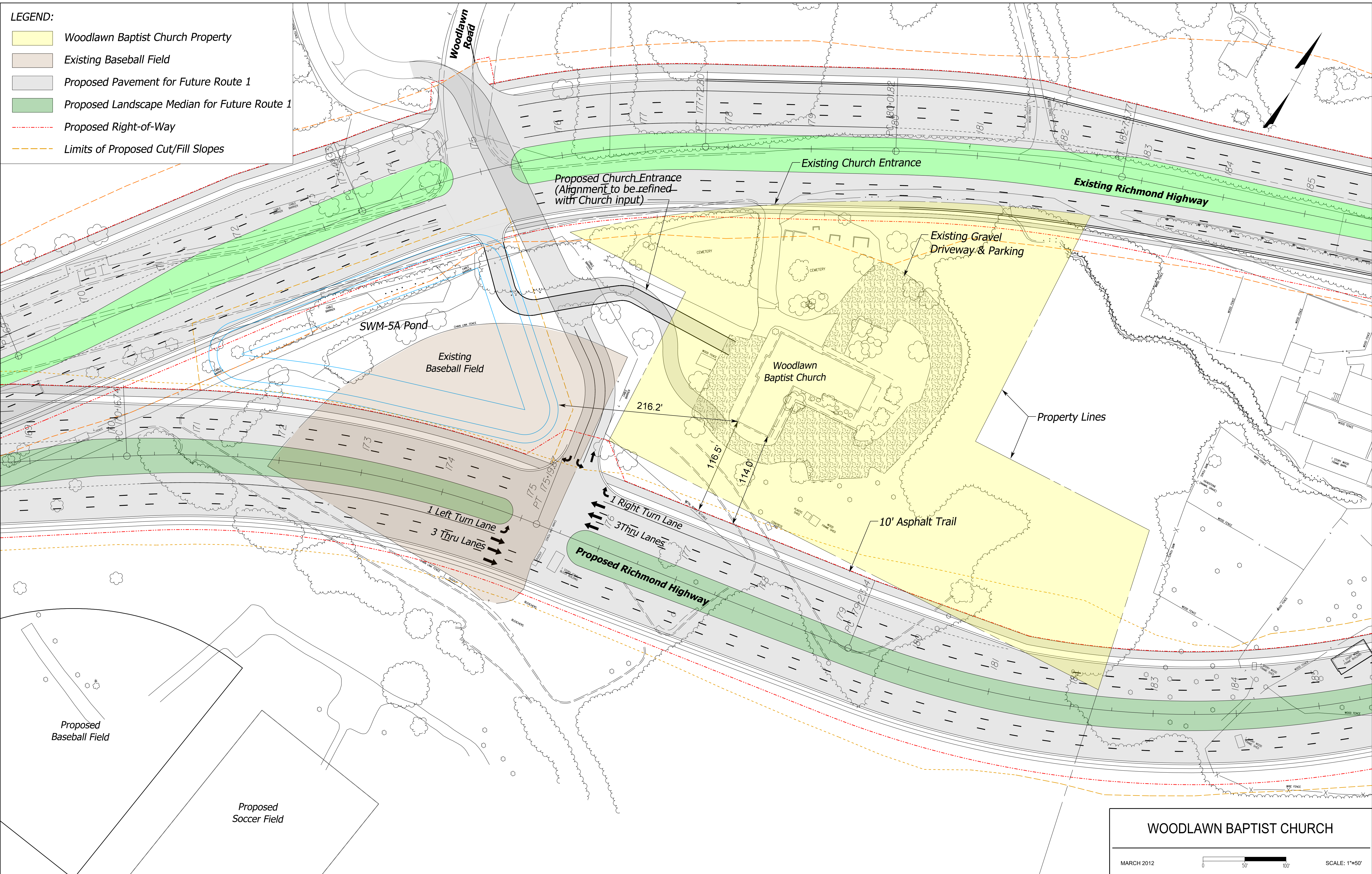
PHASE 3

ROUTE 1 - TYPICAL SECTION
 BUILD NORTHBOUND LANES AND TRAIL

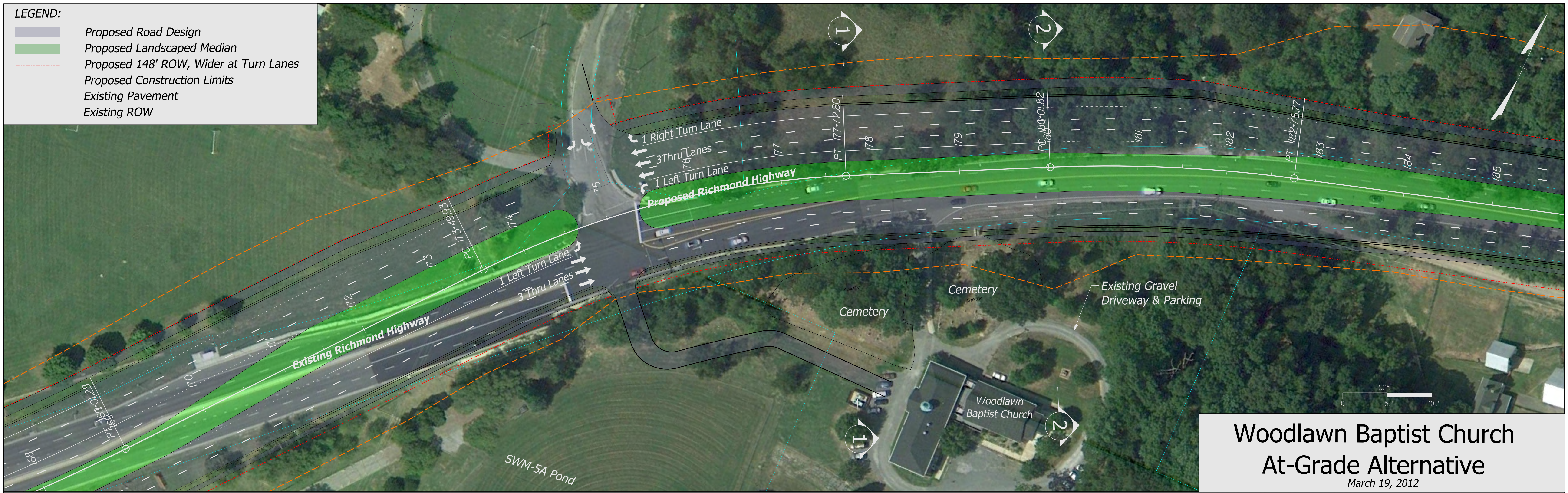
STA. _____ TO STA. _____

PROJECT	SHEET NO.

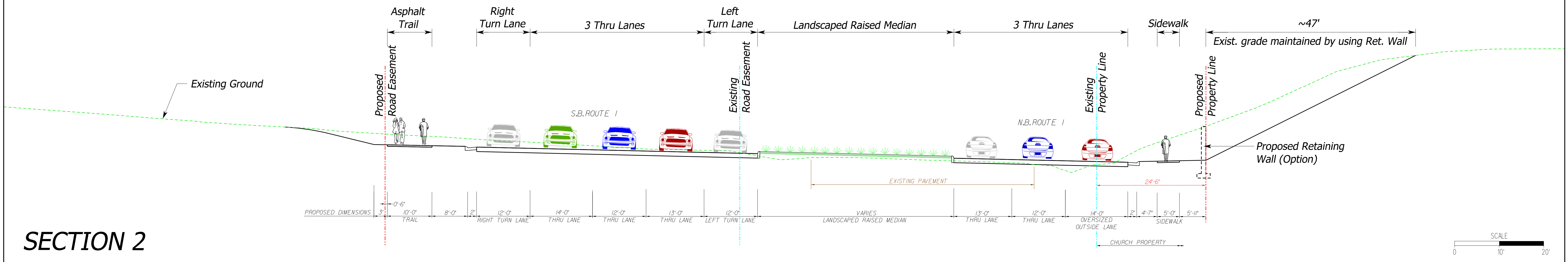
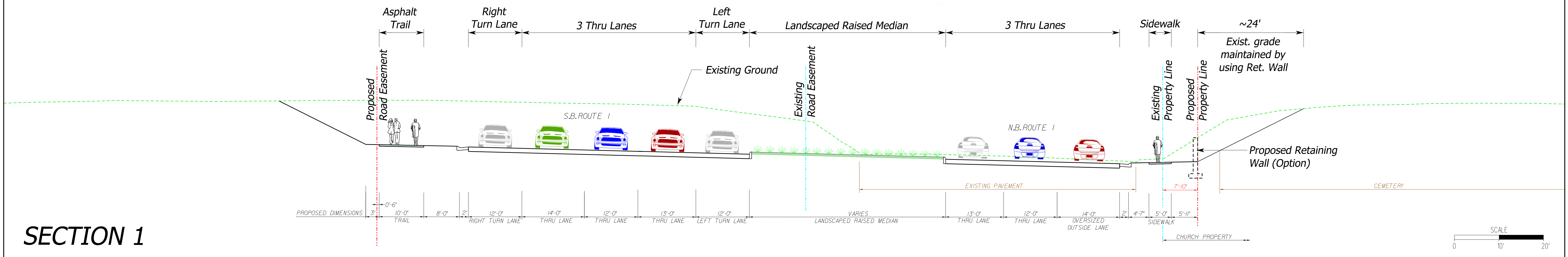
- LEGEND:**
- Woodlawn Baptist Church Property
 - Existing Baseball Field
 - Proposed Pavement for Future Route 1
 - Proposed Landscape Median for Future Route 1
 - Proposed Right-of-Way
 - Limits of Proposed Cut/Fill Slopes



- LEGEND:**
- Proposed Road Design
 - Proposed Landscaped Median
 - Proposed 148' ROW, Wider at Turn Lanes
 - Proposed Construction Limits
 - Existing Pavement
 - Existing ROW



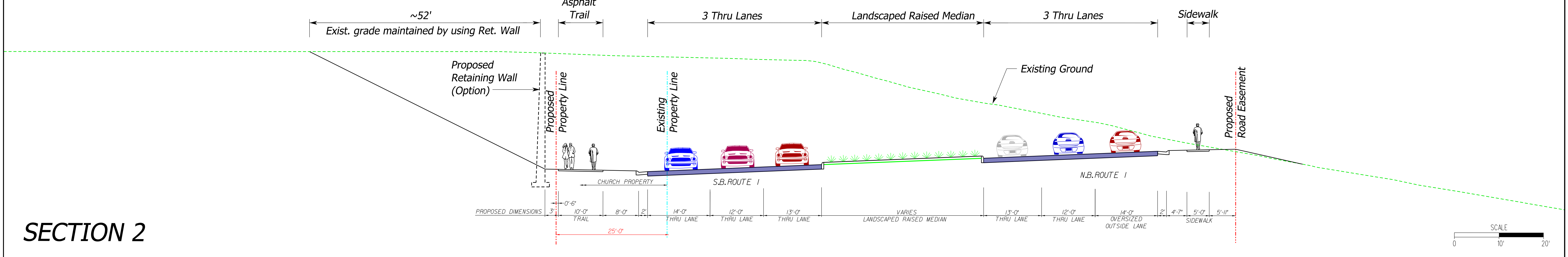
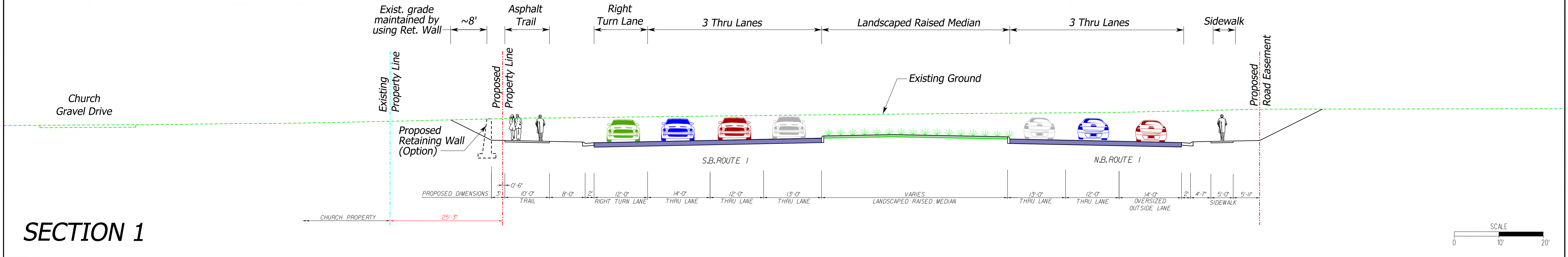
**Woodlawn Baptist Church
At-Grade Alternative**
March 19, 2012

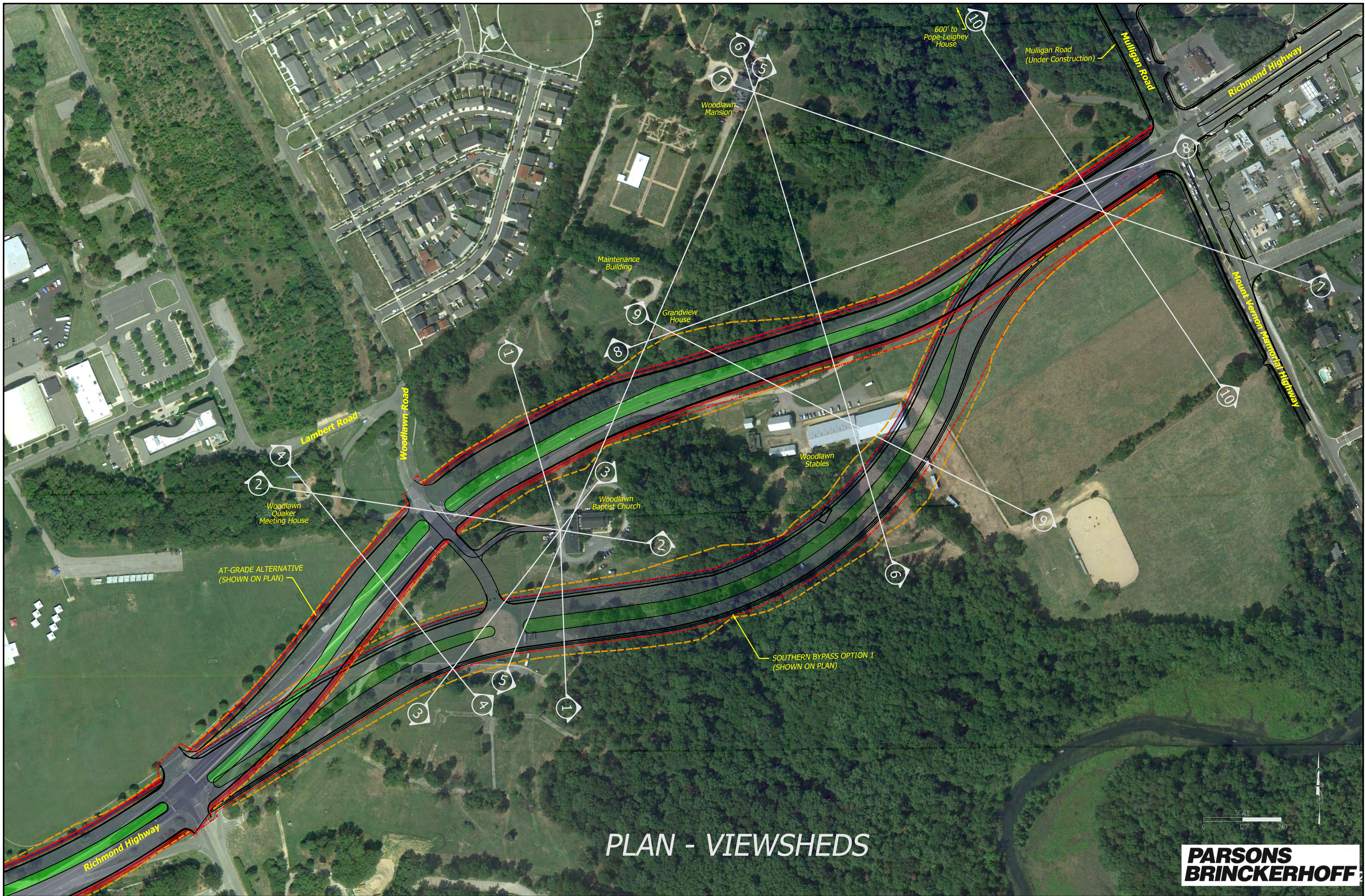


- LEGEND:**
- Proposed Road Design
 - Proposed Landscaped Median
 - Proposed 148' ROW, Wider at Turn Lanes
 - Proposed Construction Limits
 - Existing Pavement
 - Existing ROW



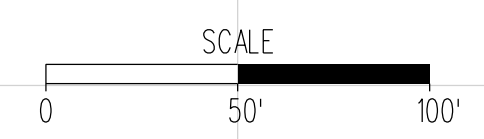
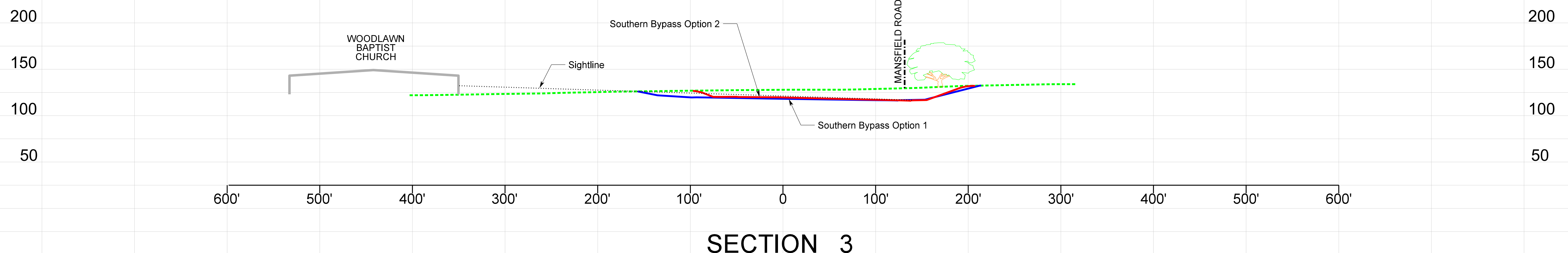
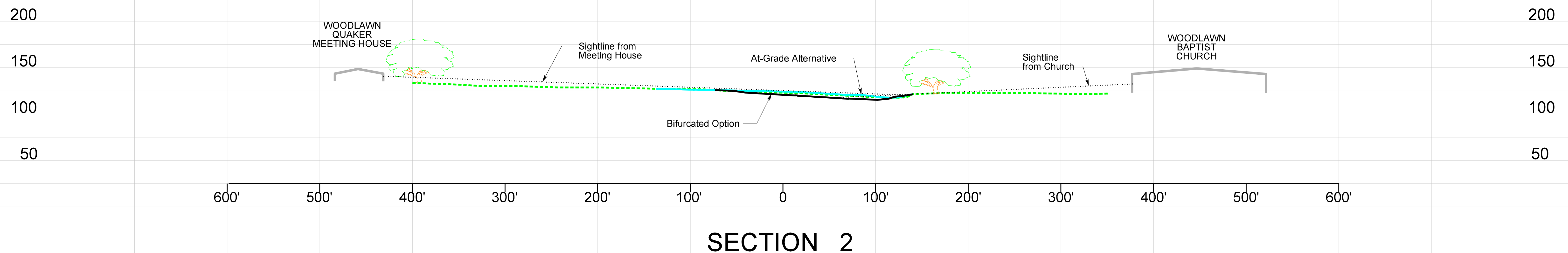
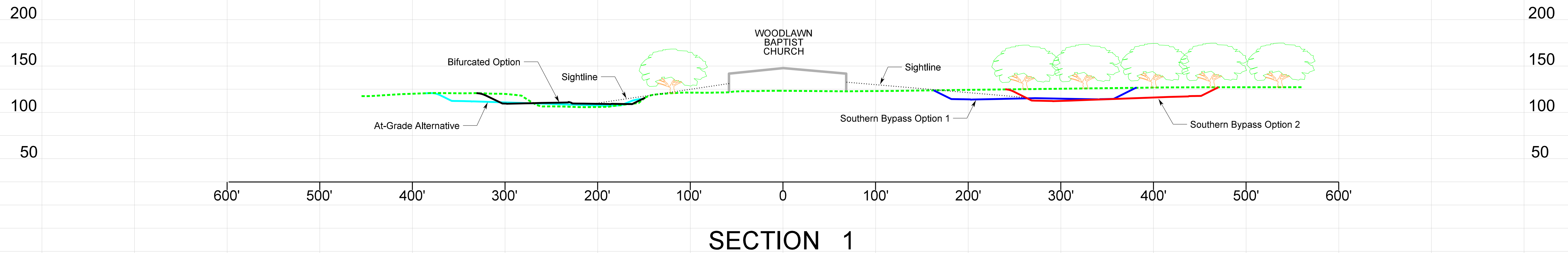
**Woodlawn Baptist Church
Southern Bypass Alternative**
March 20, 2012



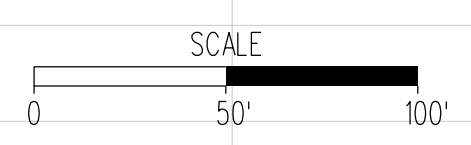
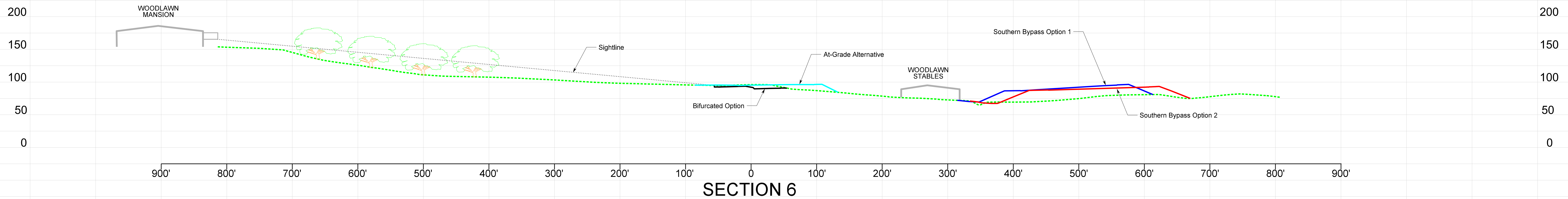
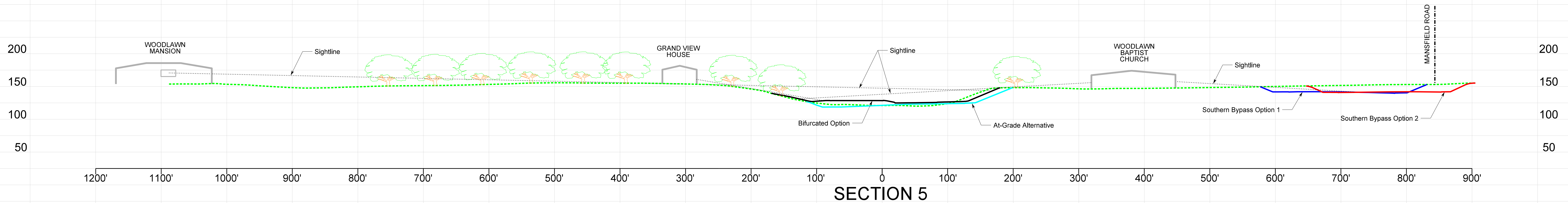
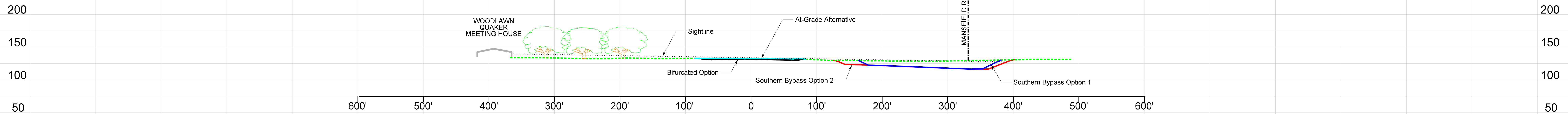


PLAN - VIEWSHEDS

NOTE: Sightlines are drawn from the anticipated viewing location at each building to the closest visible point on each roadway based on existing and proposed grading.



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