



US 17 (Winchester Road) and
Route 245 (Old Tavern Road)/Route 703 (Enon
Church Road)
Intersection Study – Short Term Improvements

Prepared for Virginia Department of Transportation

1601 Orange Road
Culpeper, Virginia

January 10, 2022



US 17 (Winchester Road) and Route 245 (Old Tavern Road)/Route 703 Enon Church Road

Culpeper District – Fauquier County

Intersection Study – Short Term Improvements

VDOT Project #: UPC 109682

Introduction and Purpose

This study seeks to screen, assess, and provide appropriate signing, marking, and other low-cost systemic safety improvements to the intersection of US 17 (Winchester Road) and Route 245 (Old Tavern Road)/Route 703 (Enon Church Road) in Fauquier County, Virginia within the Virginia Department of Transportation (VDOT)'s Culpeper District. This intersection has a history of crashes, often of high severity, that merited detailed review for further countermeasures.

FR-300 reports were utilized to analyze the crash history at each study intersection, with crash data from the VDOT PowerBI Database serving as a supplement. Crash data was analyzed for the period from January 1, 2014, to November 10, 2021.

A field review was conducted at the study intersection on December 1st, 2021 to assess existing conditions and determine potential contributing factors to the crash history such as sight distance limitations, vertical and horizontal curves, fixed objects, and the presence and conditions of existing traffic control devices.

Following the field review, recommendations were developed and included as part of pavement marking and signing plans for the study intersection. Medium and long-term recommendations will be outlined in a follow-up report to this memorandum. Medium and long-term recommendations are not considered systemic and are based on the crash history for expanded improvements. Medium and long-term recommendations may or may not be eligible for HSIP funding. All recommendations meet minimum standards outlined in the Manual on Uniform Traffic Control Devices (MUTCD), the Virginia Supplement to the MUTCD, and the 2016 VDOT Road and Bridge Standards.

Site Conditions

Basic route information at the intersection is shown below in **Table 1**. Annual average daily traffic (AADT) was taken from the VDOT 2019 Traffic Data Publications. Posted speed was taken from the VDOT Speed Limits Map.

Table 1: Route Information

US 17 and Route 245/Route 703 Route Information			
Road Name	Route #	Posted Speed (MPH)	AADT (Vehicles/Day)
Winchester Road (north of intersection)	US 17	55	21,000
Winchester Road (south of intersection)	US 17	55	19,000
Old Tavern Road	Route 245	45	3,100
Enon Church Road	Route 703	Not Posted	120

Observations were conducted during the field review to confirm intersection geometry and assess existing signs, pavement markings, and sight distance. An aerial of the existing intersection geometry is shown below in **Figure 1**.



Figure 1: Existing Intersection Geometry

Winchester Road is a four-lane divided highway with left and right turn lanes on the approaches to the intersection. Both the northbound and southbound approaches include W1-10L Intersection/Curve Warning signs with W13-01P 50 Miles Per Hour (MPH) Advisory Speed plaques on the right shoulder and in the median.

Old Tavern Road and Enon Church Road are both two-lane approaches. There are R1-1 Stop Signs and stop bars present on both approaches. The R1-1 Stop Signs are supplemented by R6-03 Divided Highway plaques. There are W3-1 Stop Ahead signs on both approaches.

Sight distance at the intersection is generally considered adequate from the stop bar locations, though there are sight obstructions present. Driver sight distance on westbound Old Tavern Road is slightly obstructed due to the presence of sign assemblies in the channelization island for the US 17 northbound right turn. Driver sight distance is also temporarily blocked on approach to the intersection by the presence of trees in the southeast quadrant of the intersection, though the trees do not obstruct sight distance at the stop bar. An image of the trees in the southwest quadrant is shown below in **Figure 2**. Sight

distance for drivers on eastbound Enon Church Road is obstructed due to the presence of a horizontal curve on US 17 southbound. A summary of the existing sight distance conditions at the intersection is found in **Table 2**.



Figure 2: Tree Sight Obstruction on Westbound Route 245

Table 2: Sight Distance Conditions Summary

US 17 and Route 245/Route 703 Sight Distance			
Approach	Looking	Condition	Reference Figure
US 17 Northbound	North	Unobstructed to intersection	Figure 3
US 17 Southbound	South	Unobstructed to intersection	Figure 4
Route 245 Westbound	South	Unobstructed at stop bar	Figure 5
Route 245 Westbound	North	Unobstructed at stop bar	Figure 6
Median Refuge Westbound	North	Unobstructed at yield point	Figure 7
Route 703 Eastbound	North	Obstructed at stop bar by horizontal curve	Figure 8
Route 703 Eastbound	South	Unobstructed at stop bar	Figure 9
Median Refuge Eastbound	South	Unobstructed at yield point	Figure 10

Crash Data

Crash data was collected from VDOT's PowerBI crash tool for the period from January 1, 2014, to November 10, 2021. FR-300 reports for the collected data was requested from VDOT and analyzed. The crash data is summarized by year and type in **Table 3** and **Table 4**, respectively.

Table 3: Site Crash Summary by Year

Route 17 and Route 245/Route 703 2014-2021 Crash Data by Year						
Crash Type and Severity	K. Fatal Injury	A. Severe Injury	B. Visible Injury	C. Nonvisible Injury	PDO. Property Damage Only	Total
2014	0	0	0	1	2	3
2015	1	0	1	0	3	5
2016	0	0	0	0	2	2
2017	1	0	1	0	4	6
2018	0	0	1	0	1	2
2019	0	2	0	1	4	7
2020	0	0	0	1	2	3
2021	1	0	0	0	1	2
Total	3	2	3	3	19	30

Table 4: Site Crash Summary by Type

Route 17 and Route 245/Route 703 2014-2021 Crash Data by Type						
Crash Type and Severity	K. Fatal Injury	A. Severe Injury	B. Visible Injury	C. Nonvisible Injury	PDO. Property Damage Only	Total
Rear End	0	0	0	0	6	6
Angle	3	2	2	3	9	19
Swideswipe - Same Direction	0	0	0	0	1	1
Fixed Object - Off Road	0	0	1	0	0	1
Deer	0	0	0	0	2	2
Other	0	0	0	0	1	1
Total	3	2	3	3	19	30

A total of 30 crashes were reported at the intersection during the studied period. Key takeaways from the crash data include:

- 63% of the reported crashes were recorded as angle crashes.
- 37% of the crashes were recorded as an injury or fatal crash, with a total of three fatal crashes at the intersection during the study period.
- 53% of the crashes involved a vehicle traveling westbound on Route 245 striking or being struck by a vehicle traveling northbound on US 17, including all three fatal crashes and six additional injury crashes.
- An additional four crashes involved vehicles traveling westbound on Route 245 striking or being struck by a vehicle traveling southbound on US 17.

Signing and Marking Short-Term Recommendations Summary and Justification

While a majority of the crashes at the intersection are associated with the westbound left turn movement from Route 245 across US 17 northbound, sight distance for the movement is approximately 1,200 feet looking to the right and 1,300 feet looking to the left. From crash reports and field observations, it is evident that drivers may feel the need to cross the intersection quickly in one movement and often, due to advance sight distance, may misjudge gaps. The horizontal curvature of the road may also lead to driver perception error.

As such, recommendations are being made that are intended to increase the conspicuity of the intersection and emphasize the stop condition of the sidestreet. Additionally, a full reconfiguration of signing is intended to reduce clutter of messaging and to focus drivers' attention on entering and crossing movements on both the mainline and side street approaches. Additional and revised signs are proposed to provide more concise information to drivers.

R8-3a No Parking signs have been recommended for removal to decrease sign clutter in the vicinity of existing or proposed warning signs. Trailblazer and One Way signs have been recommended for removal or relocation to reduce redundant signage, provide better sight distance looking down the mainline, and spread-out signage to allow drivers more time to process provided information.

The existing W1-10 Intersection/Curve Warning signs and W13-01P Advisory Speed plaques have been recommended for removal and replacement as it was determined that the existing signage does not convey the most critical information necessary for driver awareness. In place of these signs W2-1 Intersection Warning signs, W11-V3 Watch for Turning Vehicles signs, and W16-2P and W16-3P Distance plaques have been recommended to alert drivers on the mainline to an upcoming intersection with the potential for crossing vehicles.

To provide a clearer indication of the downstream stop condition for drivers on Route 245, the existing R1-1 Stop Sign is recommended for replacement with two oversized Stop Signs on the right shoulder and on the left side of the approach in the right turn channelization island. A W16-2P distance plaque supplementing the existing W3-01 Stop Ahead sign is also recommended on the Route 245 westbound approach for additional clarity on the location of the stop condition. The existing R6-03 Divided Highway plaque on both Route 245 and on Route 703 are recommended for replacement with a W4-4P Cross Traffic Does Not Stop plaque to better inform drivers of potential conflicts with other vehicles.

The existing stop bars are recommended for removal and relocation approximately 8' from the edge of the travel way to provide drivers with improved sight distance and shorter crossing distances from the side street to the median. Travel way delineation is recommended across both the side street and median approaches to allow drivers to better judge the path of conflicting vehicles on US 17. Gore area markings are recommended adjacent to the US 17 northbound right turn channelization island for improved delineation of the travel way. "STOP" and "AHEAD" text markings and transverse rumble strips are recommended on the Route 245 westbound approach for additional warning of the downstream stop condition.

Summaries of the proposed improvements are found in:

1. Relocation/Removal Recommendations for Existing Signing – **Table 5**
2. Proposed New Signing – **Table 6**
3. Proposed Pavement Marking Modifications – **Table 7**

Table 5: Relocation/Removal Recommendations for Existing Signing

US 17 and Route 245/Route 703 - Existing Signing Recommendation Summary			
	Location	Sign	Action
US 17 Northbound	Assembly located on the right shoulder approximately 60' north of the Route 245 centerline.	R8-3a No Parking Sign	Sign assembly to be removed.
	Assembly located in the northern median approximately 35' north of the center of the median crossover.	M6-01L Left Arrow	Sign assembly to be removed.
		M3-01 North Plaque	
		M1-04 US Route Shield	
		M6-01R Right Arrow	
		M4-05 To Plaque	
		M1-01 Interstate Route Shield	
	Located in the right turn channelization island approximately 15' south of the Route 245 centerline.	M6-01R Right Arrow	Sign and post to be relocated within channelizing island approximately 40' south of the Route 245 centerline.
	Assembly located in the right turn channelization island approximately 50' south of the Route 245 centerline.	R6-01L One Way Sign	Sign assembly to be configured and relocated. M3-01, M1-04, and M6-03 signs that make up the middle portion of the assembly are to be removed. Remaining M1-V2a, M6-01L, M3-01, M1-V1c, and M6-01R signs to be relocated to a new assembly and post on the right shoulder approximately 125' south of the Route 245 centerline.
		M1-V2a Secondary Route Shield	
		M6-01L Left Arrow	
		M3-01 North Plaque	
		M1-04 US Route Shield	
		M6-03 Through Arrow	
	Assembly located on the right shoulder approximately 225' south of the Route 245 centerline.	M3-01 North Plaque	Sign assembly to be removed.
		M1-V1c Primary Route Shield	
Located on the right shoulder approximately 465' south of the Route 245 centerline.	M6-01R Right Arrow	Sign assembly to be removed.	
Assemblies located on the right shoulder and in the median approximately 755' south of the Route 245 centerline.	R8-3a No Parking Sign	Sign assemblies to be removed.	
	M6-01R Right Arrow		
Located on the right shoulder approximately 825' south of the Route 245 centerline.	R8-3a No Parking Sign	Sign to be removed.	
Assembly located on the right shoulder approximately 830' south of the Route 245 centerline.	M1-V2a Secondary Route Shield	Sign assembly to be configured and relocated. M3-01, M1-04, and M6-03 signs that make up the middle portion of the assembly are to be removed. Remaining M1-V2a, M5-01L, M3-01, M1-V1c, and M5-01R signs to be relocated to a new assembly and post on the right shoulder approximately 975' south of the Route 245 centerline.	
	M5-01L Left Arrow		
	M3-01 North Plaque		
	M1-04 US Route Shield		
	M6-03 Through Arrow		
	M3-01 North Plaque		
Located on the right shoulder approximately 970' south of the Route 245 centerline.	M1-V1c Primary Route Shield	Sign to be removed.	
	M5-01R Right Arrow		
Located on the right shoulder approximately 1,270' south of the Route 245 centerline.	R8-3a No Parking Sign	Sign to be removed.	
US 17 Southbound	Sign located on the right shoulder approximately 55' south of the Route 703 centerline.	R8-3a No Parking Sign	Sign to be removed.
	Assembly located on the right shoulder approximately 55' north of the Route 703 centerline.	M3-01 North Plaque	Sign assembly to be configured. M3-03, M1-04, M6-03, R8-3a, and M6-01L signs that make up the middle portion of the assembly are to be removed. Remaining M3-01, M1-V1c, M6-01L, M1-V2a, and M6-01R signs to be reassembled on the existing post.
		M1-V1c Primary Route Shield	
		M6-01L Left Arrow	
		M3-01 South Plaque	
		M1-04 US Route Shield	
		M6-03 Through Arrow	
		R8-3a No Parking Sign	
		M6-01R Right Arrow	
	Located on the right shoulder approximately 245' north of the Route 703 centerline.	M1-V2a Secondary Route Shield	Sign to be removed.
	M6-01R Right Arrow		
	Located on the right shoulder approximately 505' north of the Route 703 centerline.	R8-3a No Parking Sign	Sign to be removed.
	Assemblies located on right shoulder and median approximately 660' north of the Route 703 centerline.	W1-10R Curve/Intersection Warning Sign	Sign assemblies to be removed.
		W13-01P 50 MPH Speed Advisory Plaque	
Assembly located on right shoulder approximately 775' north of the Route 703 centerline.	M3-01 North Plaque	Sign assembly to be configured and relocated. M3-01, M1-V1c, M6-01L signs that make up the middle portion of the assembly are to be removed. Remaining M1-V2a, M5-01L, M3-01, M1-V2a, and M6-01R signs to be relocated to a new assembly and post on the right shoulder approximately 975' north of the Route 703 centerline.	
	M1-V1c Primary Route Shield		
	M5-01L Left Arrow		
	M3-01 South Plaque		
	M1-04 US Route Shield		
	M6-03 Through Arrow		
Located on the right shoulder approximately 860' south of the Route 703 centerline.	M1-V2a Secondary Route Shield	Sign to be removed.	
	M5-01R Right Arrow		
Located on the right shoulder approximately 1,040' north of the Route 703 centerline.	R8-3a No Parking Sign	Sign to be removed.	
Located on the right shoulder approximately 1,240' north of the Route 703 centerline.	R8-3a No Parking Sign	Sign to be removed.	
Route 245 Westbound	Assembly located on right shoulder approximately 40' east of the edge of the US 17 northbound travel way.	R8-3a No Parking Sign	Sign to be removed.
Route 703 Eastbound	Assembly located on right shoulder approximately 25' west of the edge of the US 17 northbound travel way.	R1-1 Stop Sign	Sign assembly to be removed.
		R6-03 Divided Highway Plaque	
	Assembly located on the right shoulder approximately 80' west of the edge of the US 17 southbound travel way.	R1-1 Stop Sign	Sign assembly to be modified. R6-03 plaque to be removed. R1-1 Stop Sign to remain.
	Assembly located on the right shoulder approximately 80' west of the edge of the US 17 southbound travel way.	R6-03 Divided Highway Plaque	Assembly to be removed.
		R8-3a No Parking Sign	
		M6-01R Right Arrow	

Table 6: Proposed New Signing

US 17 and Route 245/Route 703 - New Signing Recommendations Summary			
Approach	Sign(s)	Size	Location/Notes
US 17 Northbound	W11-V3 Watch for Turning Vehicles	48" x 48"	New assemblies to be located on the right shoulder and in the median approximately 650' south of the Route 245 centerline.
	W16-2P Distance Plaque (Feet)	24" x 18"	
	W2-1 Watch for Turning Vehicles	48" x 48"	New assemblies to be located on the right shoulder and in the median approximately 1,300' south of the Route 245 centerline.
US 17 Southbound	W16-3P Distance Plaque (Miles)	24" x 18"	
	W11-V3 Watch for Turning Vehicles	48" x 48"	New assemblies to be located on the right shoulder and in the median approximately 650' north of the Route 703 centerline.
	W16-2P Distance Plaque (Feet)	24" x 18"	
Route 245 Westbound	W2-1 Watch for Turning Vehicles	48" x 48"	New assemblies to be located on the right shoulder and in the median approximately 1,300' north of the Route 703 centerline.
	W16-3P Distance Plaque (Miles)	24" x 18"	
	R1-1 Stop Sign	48" x 48"	New assemblies to be located on the right shoulder and in the right turn channelization island approximately 30' east of the US 17 northbound travel way.
Route 703 Eastbound	W4-4P Cross Traffic Does Not Stop Plaque	24" x 12"	
	W16-2P Distance Plaque (Feet)	24" x 18"	On the existing post for the W3-01 sign 660' east of the US 17 northbound travel way.
		24" x 12"	On the existing post for the R1-1 sign 25' west of the US 17 southbound travel way.

Table 7: Proposed Pavement Marking Modifications

US 17 and Route 245/Route 703 - Pavement Markings Recommendation Summary	
Marking	Action
US 17 Northbound Gore Area Markings	Delineate gore area for the US 17 northbound right turn channelization island using 24" white lines angled 45 degrees to the travel way.
US 17 Travel Way Delineation	Delineate US 17 outer and inner travel way lines using 4" white lines 2' long with 4' spaces.
Route 245 Stop Bar	Remove existing Route 245 stop bar. Replace with new 24" stop bar approximately 8' east of the US 17 northbound travel way.
Route 245 Centerline	Extend Route 245 centerline approximately 8' between existing and new stop bar locations using 4" double yellow lines.
Route 245 Transverse Rumble Strips	Provide new transverse rumble strips approximately 550' east of the US 17 northbound travel way.
Route 245 Stop Ahead Markings	Provide new "STOP" and "AHEAD" text markings approximately 650' and 610', respectively, east of the US 17 northbound travel way.
Route 703 Stop Bar	Remove existing Route 703 stop bar. Replace with new 24" stop bar approximately 8' west of the US 17 southbound travel way.
Route 703 Centerline	Provide new centerline 50' long from stop bar using 4" double yellow lines.

Crash History and Proposed Improvement Diagrams

The crash history and signing and marking plans are provided in the following figures:

1. Crash History – **Figure 11**
2. Existing Signs to be Relocated/Removed – **Figure 12**
3. Existing Signs to Remain – **Figure 13**
4. Proposed New/Relocated Sign Locations – **Figure 14**
5. Proposed Pavement Markings – **Figure 15**

Schedule of Items and Cost Estimate

A summary of the pay items for the proposed improvements are shown in **Table 8**. This schedule of items is for design plan pay items only and does not include temporary traffic control, CEI, contingency, mobilization, or other overall contract items.

Table 8: Schedule of Items and Cost Estimate

US 17 and Route 245/Route 703 Schedule of Items			
Pay Item #	Description	Units	Quantity
50108	Sign Panel	SF	193
50320	Remove Existing 1 Post Sign Panel	EA	47
50340	Relocate Existing 1 Post Ground Mounted Sign Panel	EA	21
50436	Sign Post STP-1, 2 1/2", 12 Gauge	LF	195
50485	Concrete Sign Foundation STP-1, Type A	EA	14
54032	Type B Class I Pvmnt Line Mrkg 4"	LF	300
54042	Type B Class I Pave. Line Marking 24"	LF	200
54105	Eradicate Exist. Linear Pvmnt Marking	LF	125
54257	Pvmnt Message, 6', Character, Ty. B, Cl. II	EA	9
N/A	Transverse Rumble Strips (One Set)	EA	1



Figure 3: Looking Towards Intersection from US 17 Northbound



Figure 4: Looking Towards Intersection from US 17 Southbound



Figure 5: Looking North from Westbound Route 245



Figure 6: Looking South from Westbound Route 245



Figure 7: Looking North from Median Refuge Westbound



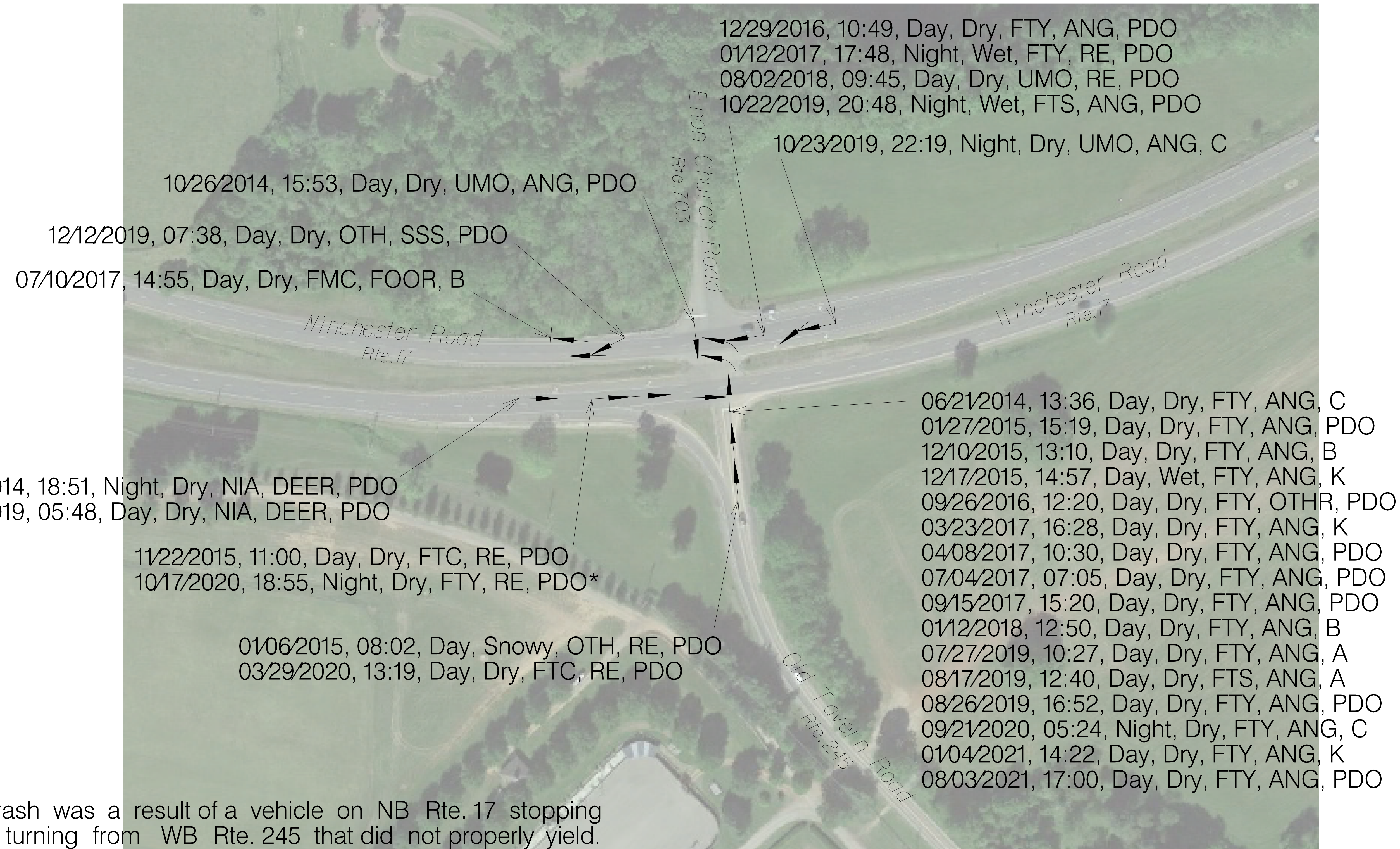
Figure 8: Looking North from Route 703 Eastbound



Figure 9: Looking South from Route 703 Eastbound

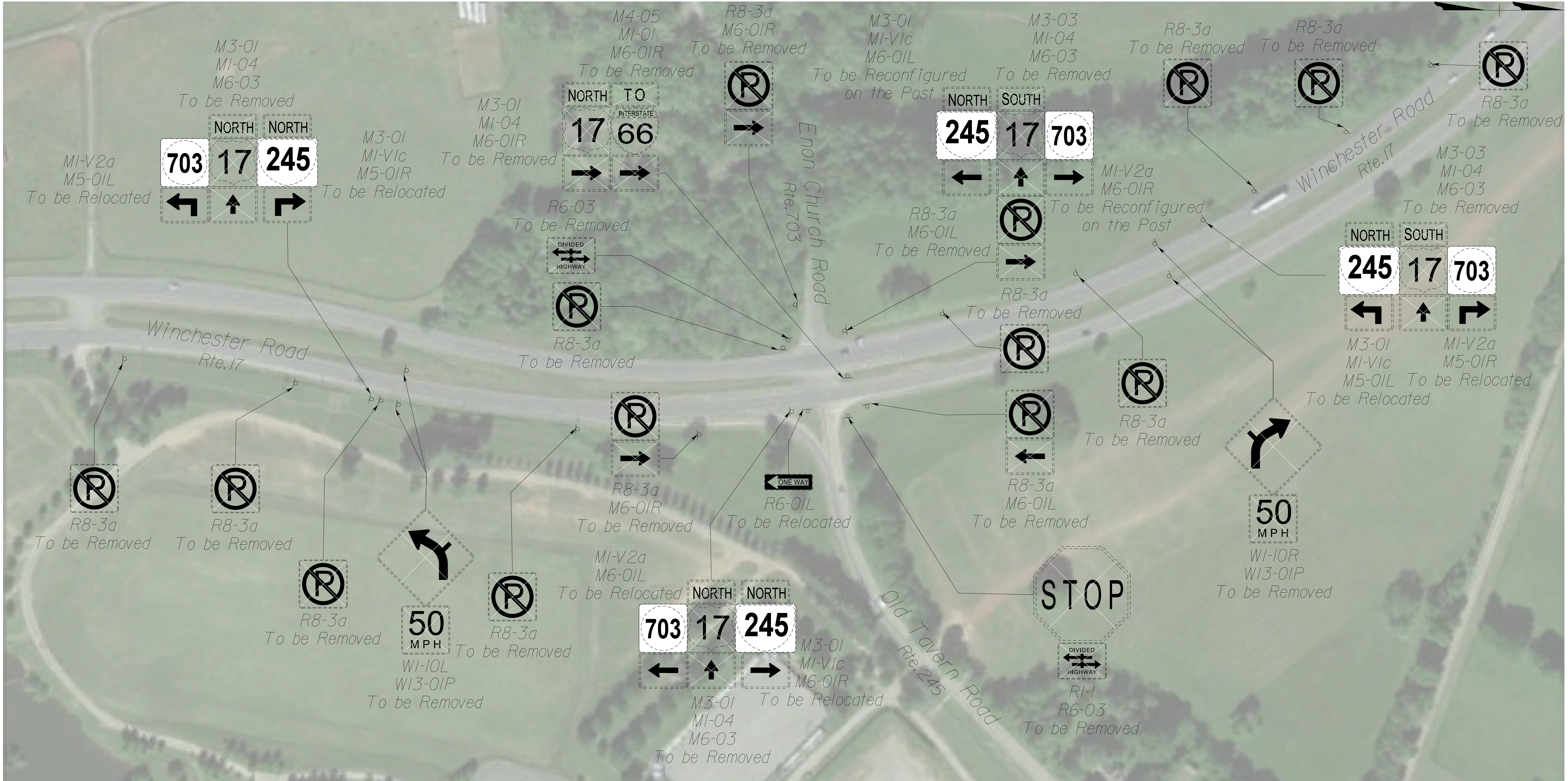


Figure 10: Looking South from Median Refuge Eastbound



*Rear end crash was a result of a vehicle on NB Rte. 17 stopping for a vehicle turning from WB Rte. 245 that did not properly yield.

PDO. Property Damage Only – 19 C. Nonvisible Injury – 3 B. Visible Injury – 3 A. Severe Injury – 2 K. Fatal Injury – 3		Dry – 26 Wet – 3 Snowy – 1 Icy – 0	Day – 24 Night – 6	Total Accidents = 30 Years = 8 01/01/14 – 11/10/21	– Angle – Head On – Single Vehicle – Sideswipe – Rear End – Pedestrian			Key			
NIA – No Improper Action ESS – Exceeded Safe Speed FTY – Failure to Yield FTS – Failure to Stop FTC – Following Too Close FMC – Failure to Maintain Control UMO – Unsafe Movement OTH – Other		RE – 1. Rear End ANG – 2. Angle HO – 3. Head On SSS – 4. Sideswipe – Same Direction SSO – 5. Sideswipe – Opposite Direction FOIR – 6. Fixed Object in Road TR – 7. Train NC – 8. Non–Collision			FOOR – 9. Fixed Object – Off Road DEER – 10. Deer OA – 11. Other Animal PED – 12. Ped BIC – 13. Bicyclist MOT – 14. Motorcyclist BI – 15. Backed Into OTHR – 16. Other			VDOT Statewide Design – TO #3		DISTRICT Culpeper	
Figure 11 – Collision Diagram		COUNTY Fauquier			UPC # DATE SCALE		109682 01/2022 None		Route 17 Winchester Road @ Route 245 Old Tavern Road		
Type											



Description	Item #	Units	Quantity
Sign Panel	50108	SF	193
Remove Existing I Post Sign Panel	50320	EA	47
Relocate Existing I Post Ground Mounted Sign Panel	50340	EA	21
Sign Post STP-1, 2 1/2", 12 Gauge	50436	LF	195
Concrete Sign Foundation STP-1, Type A	27000	EA	14
Type B Class I Pvm Line Mrkg 4"	27000	LF	300
Type B Class I Pave. Line Marking 24"	27000	LF	200
Eradicate Exist. Linear Pvm Line Marking	27000	LF	125
Pvm Message, 6', Character, Ty. B, Cl. II	27000	EA	9
Transverse Rumble Strips (One Set)	27000	EA	1

PLAN ITEM	PLAN SYMBOL	
	PROPOSED	EXISTING
Single Post Sign Support		
Double Post Sign Support		
Flashing Beacon		

SIGN CALL-OUTS	
Existing Sign to Remain or to be Relocated	
Existing Sign to be Removed	
Proposed Sign Panel	

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DISTRICT

Culpeper

COUNTY

Fauquier

UPC #

109682

DATE

01/2022

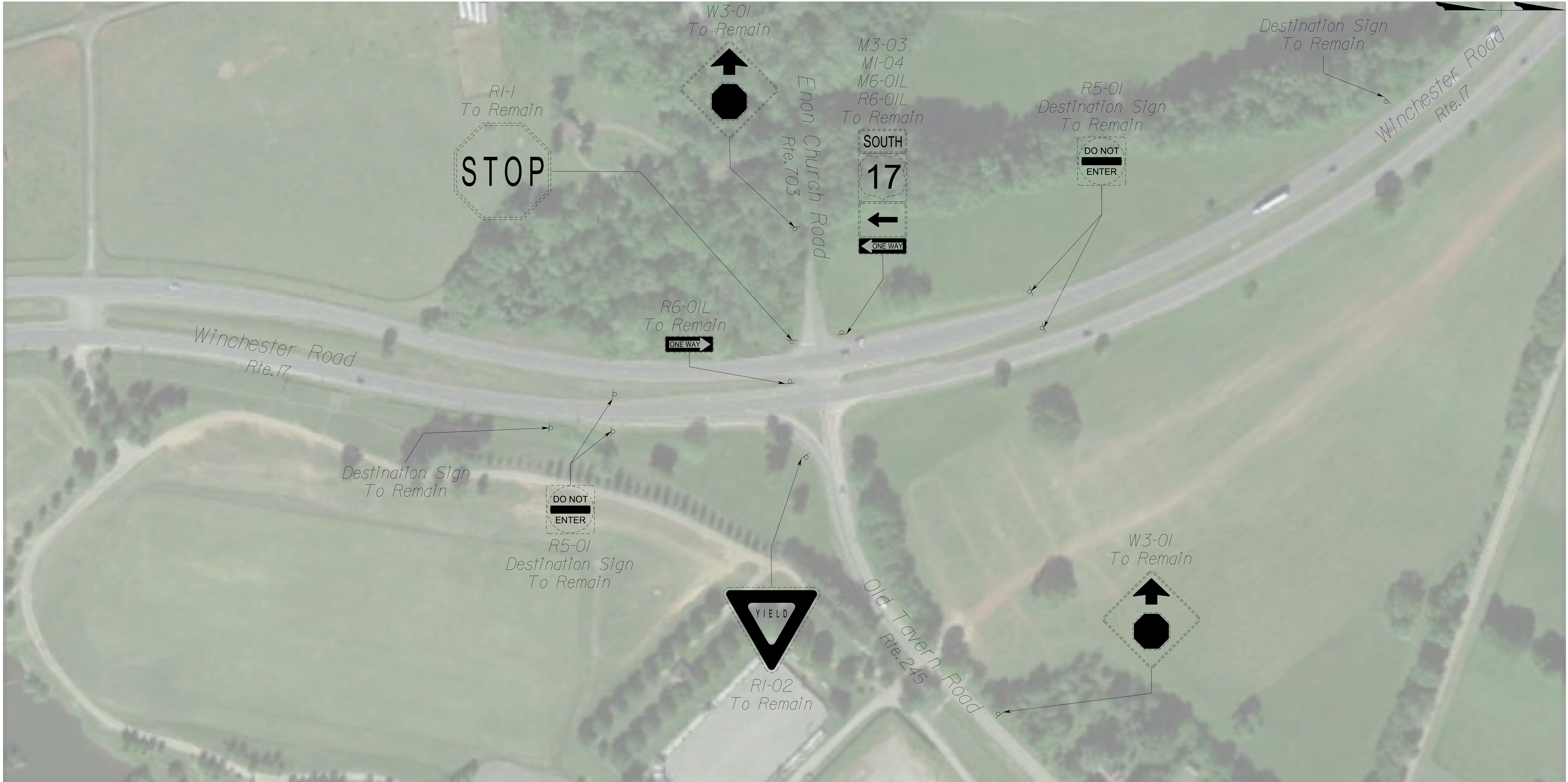
SCALE

None

VDOT Statewide Design – TO #3

Figure 12 – Relocate & Remove Plan

Route 17 Winchester Road @
Route 245 Old Tavern Road



Description	Item #	Units	Quantity
Sign Panel	50108	SF	193
Remove Existing 1 Post Sign Panel	50320	EA	47
Relocate Existing 1 Post Ground Mounted Sign Panel	50340	EA	21
Sign Post STP-1, 2 1/2", 12 Gauge	50436	LF	195
Concrete Sign Foundation STP-1, Type A	27000	EA	14
Type B Class I Pvm't Line Mrkg 4"	27000	LF	300
Type B Class I Pave. Line Marking 24"	27000	LF	200
Eradicate Exist. Linear Pvm't Marking	27000	LF	125
Pvm't Message, 6', Character, Ty. B, Cl. II	27000	EA	9
Transverse Rumble Strips (One Set)	27000	EA	1

PLAN ITEM	PLAN SYMBOL	
	PROPOSED	EXISTING
Single Post Sign Support		
Double Post Sign Support		
Flashing Beacon		

SIGN CALL-OUTS
Existing Sign to Remain or to be Relocated
Existing Sign to be Removed
Proposed Sign Panel

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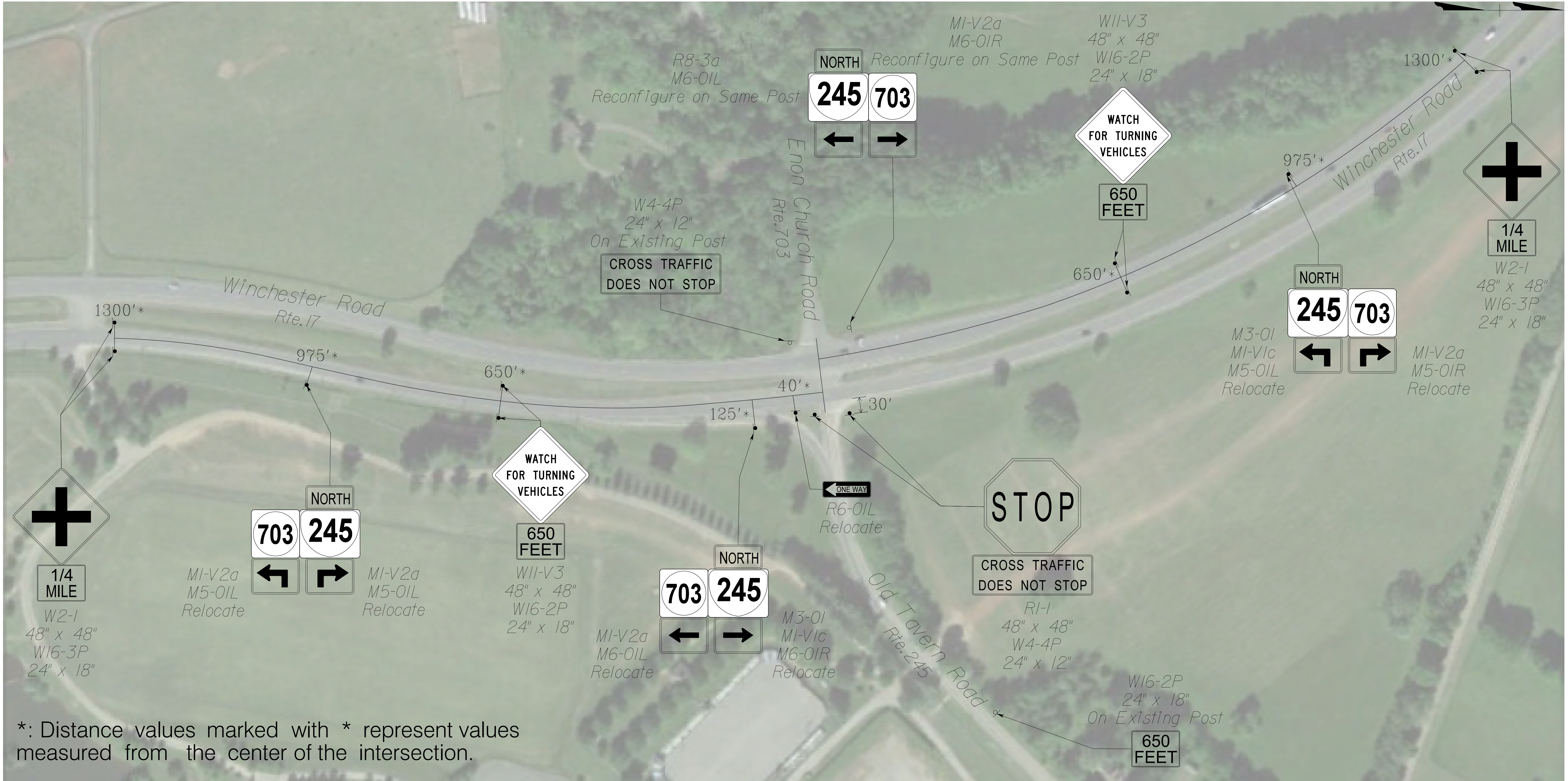
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DISTRICT		Culpeper	
COUNTY		Fauquier	
UPC #	DATE	SCALE	
109682	01/2022	None	

VDOT Statewide Design – TO #3

Figure 13 – Signs to Remain Plan

Route 17 Winchester Road @
Route 245 Old Tavern Road



Description	Item #	Units	Quantity
Sign Panel	50108	SF	193
Remove Existing 1 Post Sign Panel	50320	EA	47
Relocate Existing 1 Post Ground Mounted Sign Panel	50340	EA	21
Sign Post STP-1,2 1/2",12 Gauge	50436	LF	195
Concrete Sign Foundation STP-1,Type A	27000	EA	14
Type B Class I Pvmt Line Mrkg 4"	27000	LF	300
Type B Class I Pavt.Line Marking 24"	27000	LF	200
Eradicate Exist.Linear Pvmt Marking	27000	LF	125
Pvmt Message,6',Character,Ty,B,C,I,II	27000	EA	9
Transverse Rumble Strips (One Set)	27000	EA	1

PLAN ITEM	PLAN SYMBOL	
	PROPOSED	EXISTING
Single Post Sign Support		
Double Post Sign Support		
Flashing Beacon		

SIGN CALL-OUTS	
Existing Sign to Remain or to be Relocated	
Existing Sign to be Removed	
Proposed Sign Panel	

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DISTRICT

Culpeper

COUNTY

Fauquier

UPC #

DATE

SCALE

109682

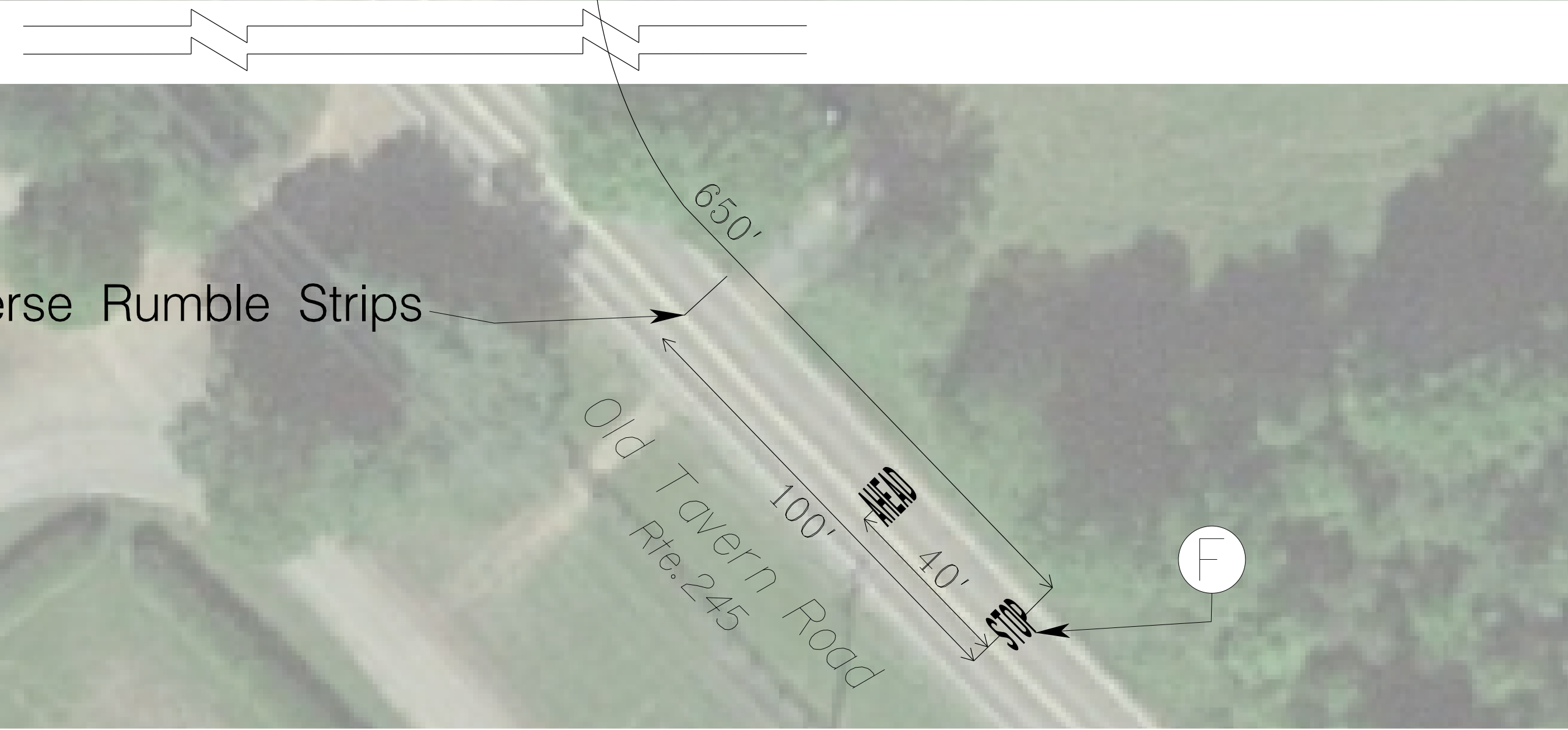
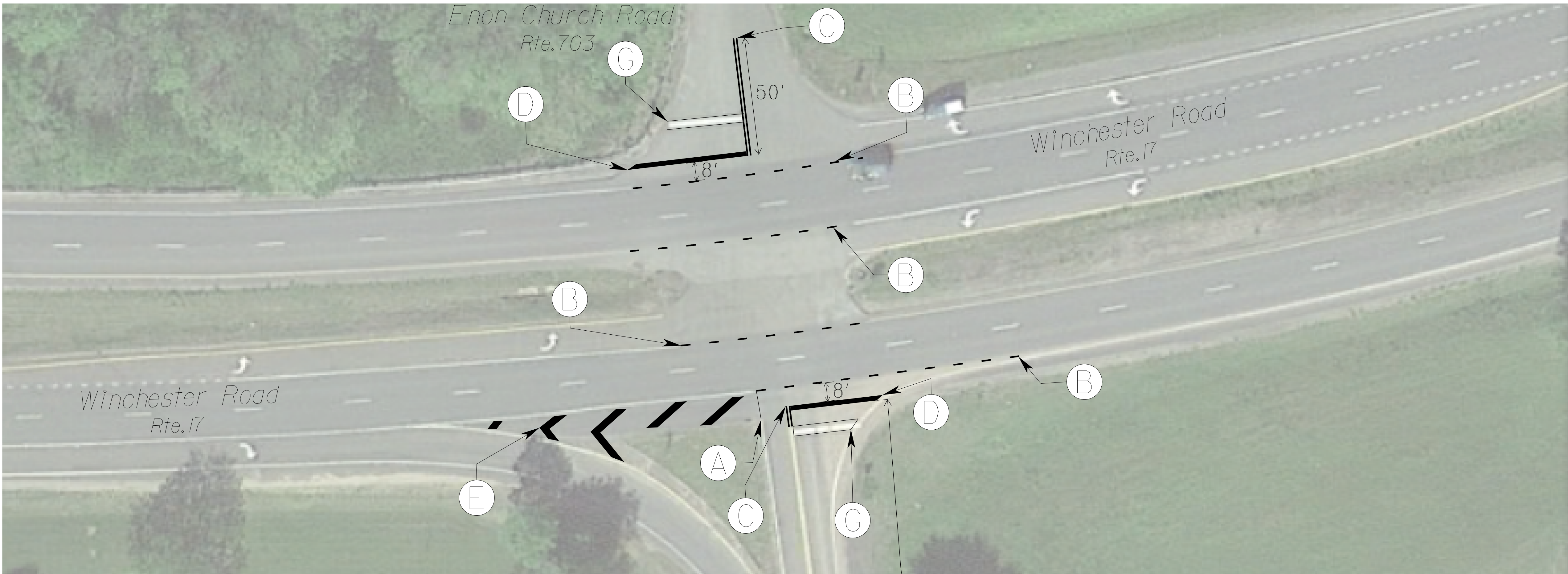
01/2022

None

VDOT Statewide Design – TO #3

Figure 14 – Proposed Signing Plan

Route 17 Winchester Road @
Route 245 Old Tavern Road



Description	Item #	Units	Quantity
Sign Panel	50108	SF	193
Remove Existing 1 Post Sign Panel	50320	EA	47
Relocate Existing 1 Post Ground Mounted Sign Panel	50340	EA	21
Sign Post STP-1, 2 1/2", 12 Gauge	50436	LF	195
Concrete Sign Foundation STP-1, Type A	27000	EA	14
Type B Class I Pvmt Line Mrkg 4"	27000	LF	300
Type B Class I Pvmt Line Marking 24"	27000	LF	200
Eradicate Exist. Linear Pvmt Marking	27000	LF	125
Pvmt Message, 6', Character, Ty. B, Cl. II	27000	EA	9
Transverse Rumble Strips (One Set)	27000	EA	1

PLAN ITEM	PLAN SYMBOL	
	PROPOSED	EXISTING
Single Post Sign Support		
Double Post Sign Support		
Flashing Beacon		
PAVEMENT MARKING LEGEND		
Ⓐ TYPE B, CLASS I, WHITE PAVEMENT LINE MARKING, 4" WIDTH		
Ⓑ TYPE B, CLASS I, WHITE PAVEMENT LINE MARKING, 4" WIDTH (2' LINE, 4' SPACE)		
Ⓒ TYPE B, CLASS I, DOUBLE YELLOW PAVEMENT LINE MARKING, 4" WIDTH		
Ⓓ TYPE B, CLASS I, WHITE PAVEMENT LINE MARKING, 24" WIDTH		
Ⓔ TYPE B, CLASS I, WHITE PAVEMENT LINE MARKING, 24" WIDTH 45 DEGREE ANGLE TO TRAVEL WAY		
Ⓕ TYPE B, CLASS II, PAVEMENT MESSAGE, 6', CHARACTER		
Ⓖ ERADICATE EXISTING MARKING		

SIGN CALL-OUTS	
Existing Sign to Remain or to be Relocated	
Existing Sign to be Removed	
Proposed Sign Panel	
VDOT Statewide Design – TO #3	
Figure 15 – Pavement Marking Plan	
Route 17 Winchester Road @ Route 245 Old Tavern Road	

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DISTRICT		Culpeper	
COUNTY		Fauquier	
UPC #	DATE	SCALE	
109682	01/2022	None	