

ART AND ARCHITECTURAL REVIEW BOARD (AARB)

# Project Data Sheet

Revised February 6, 2025

(Due by 3:00 p.m. on the Friday two weeks before the meeting to [AARB@dgs.virginia.gov](mailto:AARB@dgs.virginia.gov))

Date Submitted: March 5, 2026

Agency Name: Virginia Department of Transportation

Project Name, Number, and Location VDOT Project #: (NFO) 0606-088-654

Kalahari Resorts & Conventions, Route 606 Roundabout Artwork, Mudd Tavern Road Roundabout, Spotsylvania, VA

### Representatives for the Agency and the Architect/Engineer

Bill Otto, Legal Counsel, 413-803-3251, botto@kalahariresorts.com

Dale Hensen, EVP Development, 608-254-6361, dhensen@kalahariresorts.com

### Current Project Status/Phase and Schedule [*\* must select one of the following*]

- Preliminary Design Submission:
- Final Design Submission:

(Status/Phase = Schematic, etc. Schedule= next milestone date)

Request for Consent Agenda: Yes:  No:

\* Please refer to the [AARB Agency Project Submission and Presentation Guidelines](#) – Project Submission Section for additional information and guidance on the Consent Agenda versus Regular Agenda.

**PLEASE NOTE:** If you did not check the box for Consent Agenda, your project will be posted on the Regular Agenda and the agency will be required to attend the meeting to make a presentation to the board on the day of the meeting. ***Presentations are not to exceed 15 minutes.***

### Project Description

Refer to next sheet for narratives (Project Description, Architectural Aesthetic, Relationship to Approved Master Plan, Existing Architectural Context.

### Architectural Aesthetic:

Refer to next sheet for narratives (Project Description, Architectural Aesthetic, Relationship to Approved Master Plan, Existing Architectural Context.

### Relationship to Approved Master Plan [*\* this section must contain information for Board review, do not leave*

Refer to next sheet for narratives (Project Description, Architectural Aesthetic, Relationship to Approved Master Plan, Existing Architectural Context.

### Existing Architectural Context

Refer to next sheet for narratives (Project Description, Architectural Aesthetic, Relationship to Approved Master Plan, Existing Architectural Context.

**AARB History (for return presentations on the same project):** [*\* this section must contain information for Board review, do not leave blank / if this section does not apply to your project, please indicate with N/A*]

No AARB History

## **Project Description**

The proposed improvement consists of the installation of elephant sculptures, a low-profile masonry block wall, and coordinated native plantings within the Route 606 roundabout serving the new Kalahari Resorts & Conventions development in Spotsylvania County, Virginia.

Kalahari Resorts & Conventions is a 1.5 million square foot destination resort featuring approximately 900 guest rooms, a 175,000-square-foot indoor waterpark, and a 150,000-square-foot convention center, making it a significant regional tourism and economic driver.

Given the scale and regional draw of the resort—located directly off I-95—the project is expected to attract a high volume of first-time visitors unfamiliar with the local roadway network.

The proposed roundabout enhancement is designed to function as a clear, intuitive visual waypoint that helps motorists confirm they are approaching the correct destination, reducing uncertainty and last-minute maneuvers. This feature will work in coordination with standard VDOT signage to create a layered and cohesive wayfinding system.

All elements are designed to remain fully compliant with VDOT safety, sight distance, and maintenance standards. Refer to sheet 1 of 4 in this submission.

## **Architectural Aesthetic**

The architectural aesthetic reflects the established identity of Kalahari Resorts, which is inspired by African landscapes, wildlife, and natural materials. The proposed elephant sculptures serve as a recognizable yet family-friendly focal point that aligns with the resort's brand while remaining appropriate for a public roadway setting.

Importantly, the design avoids commercial signage or advertising elements, instead focusing on a contextual, placemaking approach using:

- Natural stone masonry
- Native and adaptive plantings
- Earth-toned, non-reflective materials

The composition is intentionally low-profile and horizontally oriented to preserve clear sightlines and minimize visual distraction for drivers.

This approach ensures the installation enhances the corridor visually while maintaining the functional and safety priorities of the roundabout. Refer to architectural rendering provided in this submission.

## **Relationship to Approved Master Plan**

This proposal is directly aligned with the approved Major Site Plan for the Kalahari Resorts & Conventions project in Spotsylvania, VA (VDOT Project # (NFO) 0606-088-654).

The roundabout serves as a primary access point for a major regional destination located just off Interstate 95. As such, it plays a critical role in:

- Managing visitor arrival patterns
- Supporting safe traffic distribution
- Providing clear directional confirmation for unfamiliar drivers

The enhancement supports the Master Plan by improving driver comprehension and confidence at a key decision point within the transportation network.

Rather than replacing standard highway signage, the proposed feature reinforces and complements VDOT-approved signage, creating a multi-layered wayfinding system that:

- Reduces hesitation and confusion
- Minimizes abrupt lane changes
- Supports smoother traffic flow during peak arrival periods

This coordinated strategy enhances both safety and user experience, particularly for out-of-market visitors traveling via I-95.

## **Existing Architectural Context**

The existing Route 606 corridor and roundabout currently function as standard transportation infrastructure without a defined visual identity or destination marker.

With the introduction of a large-scale destination resort in immediate proximity, there is a need to establish a clear sense of arrival and place that corresponds to the increased traffic volume and visitor orientation demands.

The proposed enhancement addresses this need by introducing a visually identifiable yet non-intrusive landmark that:

- Helps distinguish this roundabout as the primary gateway to the resort
- Enhances the overall aesthetic quality of the corridor
- Supports intuitive navigation without reliance solely on overhead or roadside signage

The design intentionally avoids vertical obstructions or visual clutter, instead utilizing a contained, landscaped central feature that maintains full functionality of the roundabout while elevating the user experience. Refer to architectural rendering and sheet 1 of this submission.



Elephant Sculptures

Elephant Sculptures

14' max

14' max

14' max

14' max

16'

3'

Masonry Block Wall

Meadow Mix A  
(6-24" tall)

Pink Muhly Grass  
(2-3' tall)

Heavy Metal Switch Grass  
(3-5' tall)



**ELEPHANT MATERIAL COMPOSITION NOTE:**

THE ELEPHANT STATUES ARE COMPOSED OF WELDED WIRE FABRIC AND STEEL REBAR THAT ARE SHAPED TO THE ELEPHANT SHAPE AND COATED IN A SHOTCRETE MIXTURE.

**DESIGN SPECIFICATIONS**

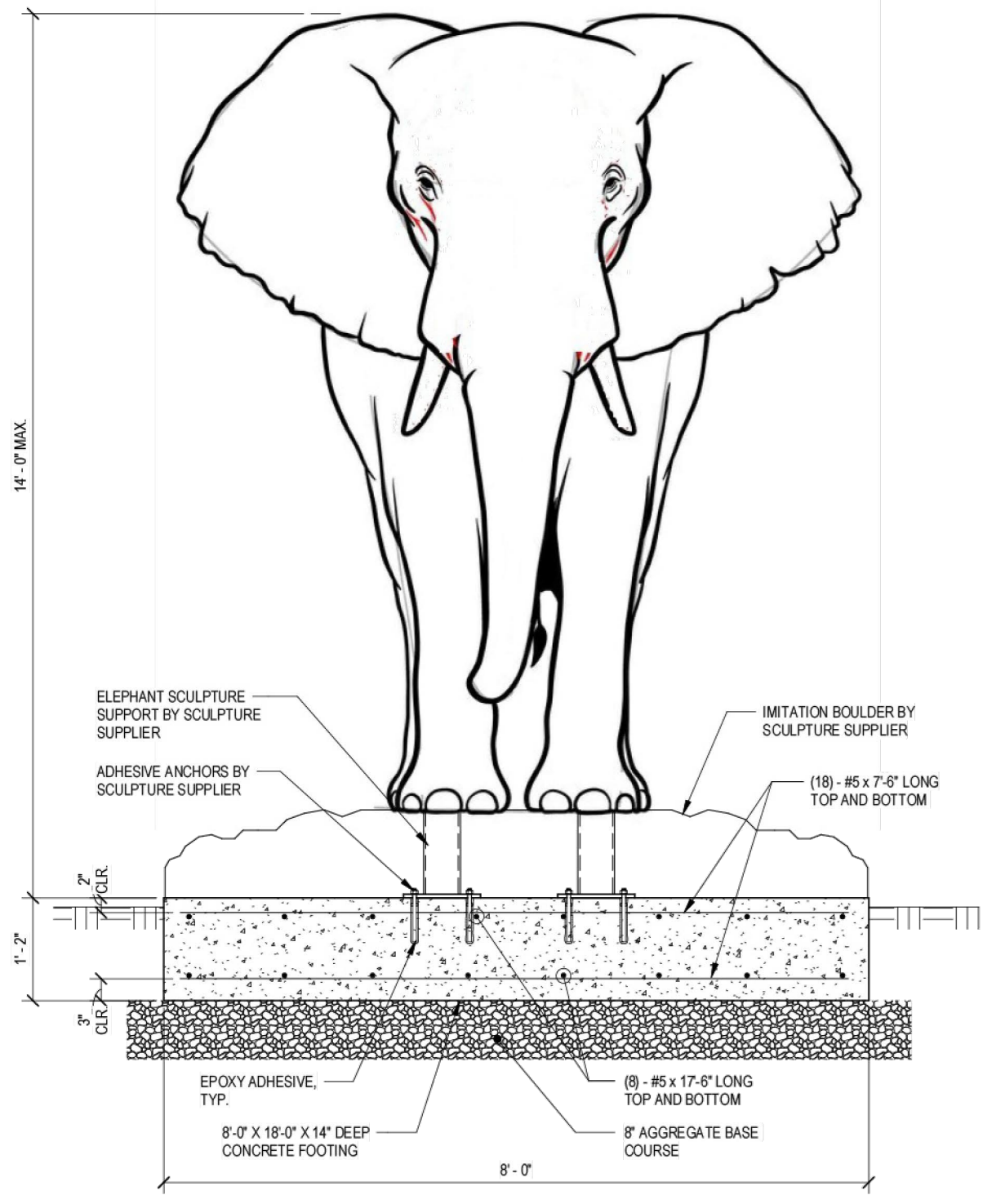
- DESIGN IS IN ACCORDANCE WITH THE PROVISIONS OF THE 2018 VIRGINIA BUILDING CODE (VBC).
- MINIMUM 28 DAY CONCRETE CYLINDER STRENGTH SHALL BE:
  - FOUNDATIONS 4000 PSI
- REINFORCING STEEL SHALL CONFORM TO ASTM A615 GRADE 60.
- ADHESIVE SYSTEM SHALL BE HILTI HIT HY-200 OR SIMPSON SET-3G OR APPROVED EQUAL.
- ASSUMED BEARING CAPACITY FOR FOUNDATIONS IS 750 PSF. ASSUMED BEARING CAPACITY SHALL BE VERIFIED BY GEOTECHNICAL ENGINEER DURING CONSTRUCTION.

**DESIGN LOADS:**

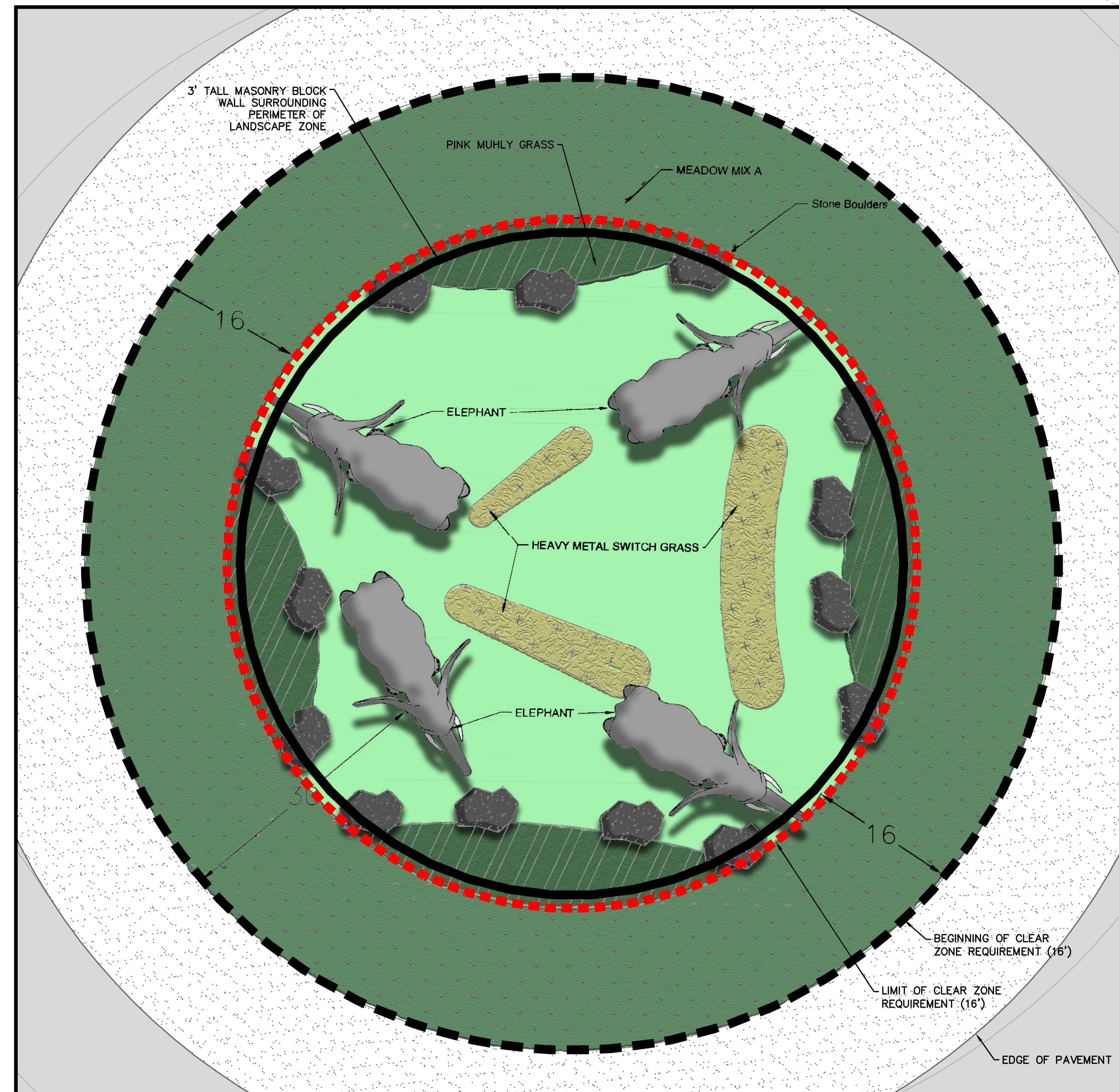
WIND LOAD (ASCE 7-16)  
 RISK CATEGORY II  
 IMPORTANCE FACTOR  $I_w = 1.00$   
 BASIC WIND SPEED  $V = 112$  MPH  
 EXPOSURE C  
 GUST EFFECT FACTOR  $G = 0.85$   
 DESIGN WIND LOAD  $W = 30.0$  PSF

SEISMIC LOAD (IBC 2018)  
 RISK CATEGORY II  
 IMPORTANCE FACTOR  $I_e = 1.00$   
 SPECTRAL RESPONSE ACCELERATIONS  $S_S = 21.30\%$  g  
 $S_1 = 5.30\%$  g  
 $S_DS = 0.227$  g  
 $SD_1 = 0.065$  g  
 $C_s = 0.065$   
 $R = 3$   
 D  
 B  
 EQUIVALENT LATERAL FORCE ANALYSIS PROCEDURE  
 DESIGN BASE SHEAR  $V = 0.065 W$

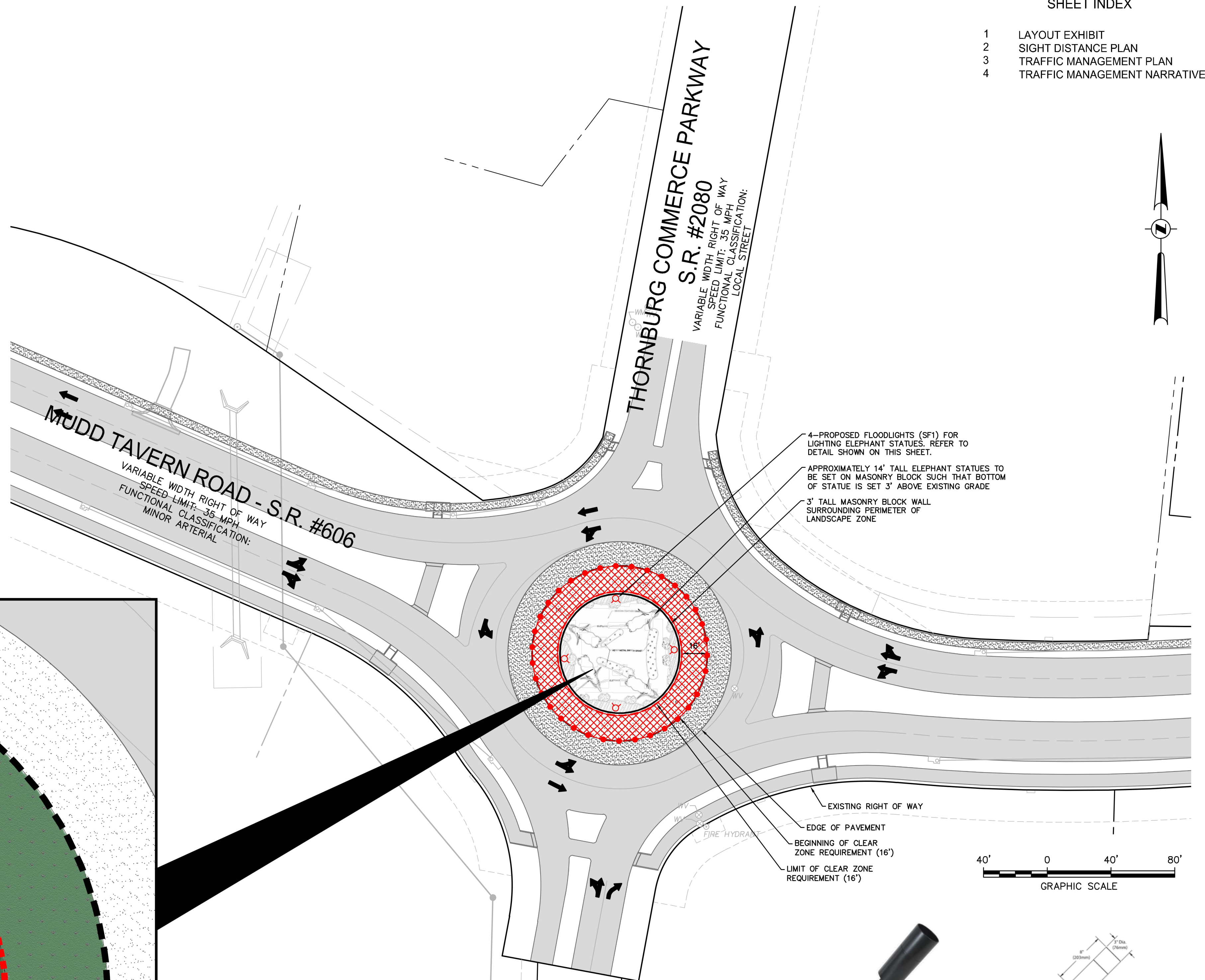
- CONTRACTOR IS RESPONSIBLE FOR ALL MEANS AND METHODS OF CONSTRUCTION AND ALL JOB SITE SAFETY.



**1**  
**S102**  
**ELEPHANT ENTRANCE FOUNDATION SECTION**  
 SCALE: 3/4" = 1'-0"  
 - ELEPHANT DESIGN WEIGHT = 14000 LBS.



**CONCEPTUAL ARTWORK AND IMPROVEMENT LOCATION EXHIBIT**



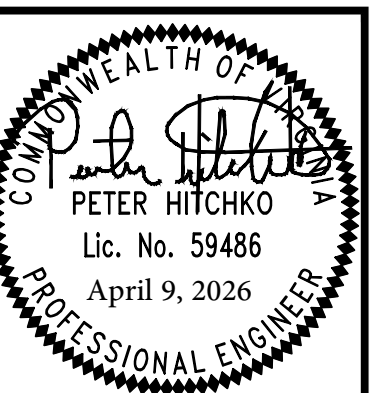
Fixture Type	SF1
Description	3" Diameter LED Floodlight
Mounting	Surface mounted to below grade concrete foundation. Coordinate mounting requirements with architectural detail drawings and field conditions.
Housing	Nominal 3" diameter by 8" tall die-cast aluminum housing. Provide with remote below grade driver / power supply in NEMA 3R housing approved for below grade installation.
Trim / Finish	Painted - Color TBD
Performance	45° beam angle.
Lamp	Integral LED 1360 delivered lumens, 3000°K, 80+ CRI 2400 ctcp
Lamp Qty	-
Max Wattage	21
Volts	By EE
Control Gear	Integral electronic dimming driver / power supply.
Manufacturer	BK Lighting
Catalog #	Dental Series DE LED x123 FL B2P 12 B ELV XXXV
Alternate Manufacturer	Lumiere Lighting Hydrel Lighting
Remarks / Notes	U.L. listed as suitable for wet locations.

Kalshari Resort, Virginia  
 ASI #17  
 PAGE: 97

mwhls

**SHEET INDEX**

1	LAYOUT EXHIBIT
2	SIGHT DISTANCE PLAN
3	TRAFFIC MANAGEMENT PLAN
4	TRAFFIC MANAGEMENT NARRATIVE



REVISIONS	DATE	DESCRIPTION
1	4/6/2026	VOOT AND AARB COMMENTS

**SULLIVAN, DONAHOE & INGALLS, PC**  
 ENGINEERS - LAND PLANNERS - SURVEYORS - RIGHT-OF-WAY  
 10720 COLUMBIA DRIVE  
 FREDERICKSBURG, VA 22408  
 P.O. BOX 614  
 FREDERICKSBURG, VA 22404  
 sdi-pc.com  
 540-898-5878

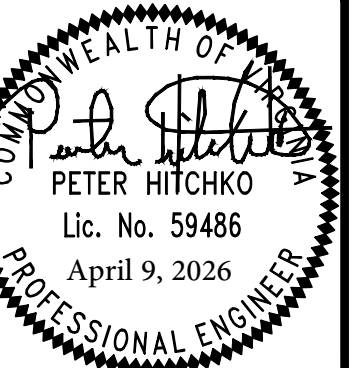


**KALAHARI RESORTS & CONVENTIONS**  
 BERKELEY MAGISTERIAL DISTRICT  
 SPOTSYLVANIA COUNTY, VIRGINIA

DES/DRFT: MCC  
 CHECKED: KLO  
 APPROVED: PLH  
 JOB NO.: 21-SP-0264  
 DATE: 2-17-2026  
 SCALE: 1" = 40'

SHEET **1**  
 OF **4** SHEETS

P:\Active Jobs\Kalahari Resort 21-SP-0264\CAD\Design\Roundabout Exhibit.dwg 4/6/2026 8:45:15 AM  
 P:\Active Jobs\Kalahari Resort 21-SP-0264\CAD\Design\Roundabout Exhibit.dwg 2025-03-18



REVISIONS	DATE	DESCRIPTION
1	4/6/2026	ISSUE FOR PERMIT

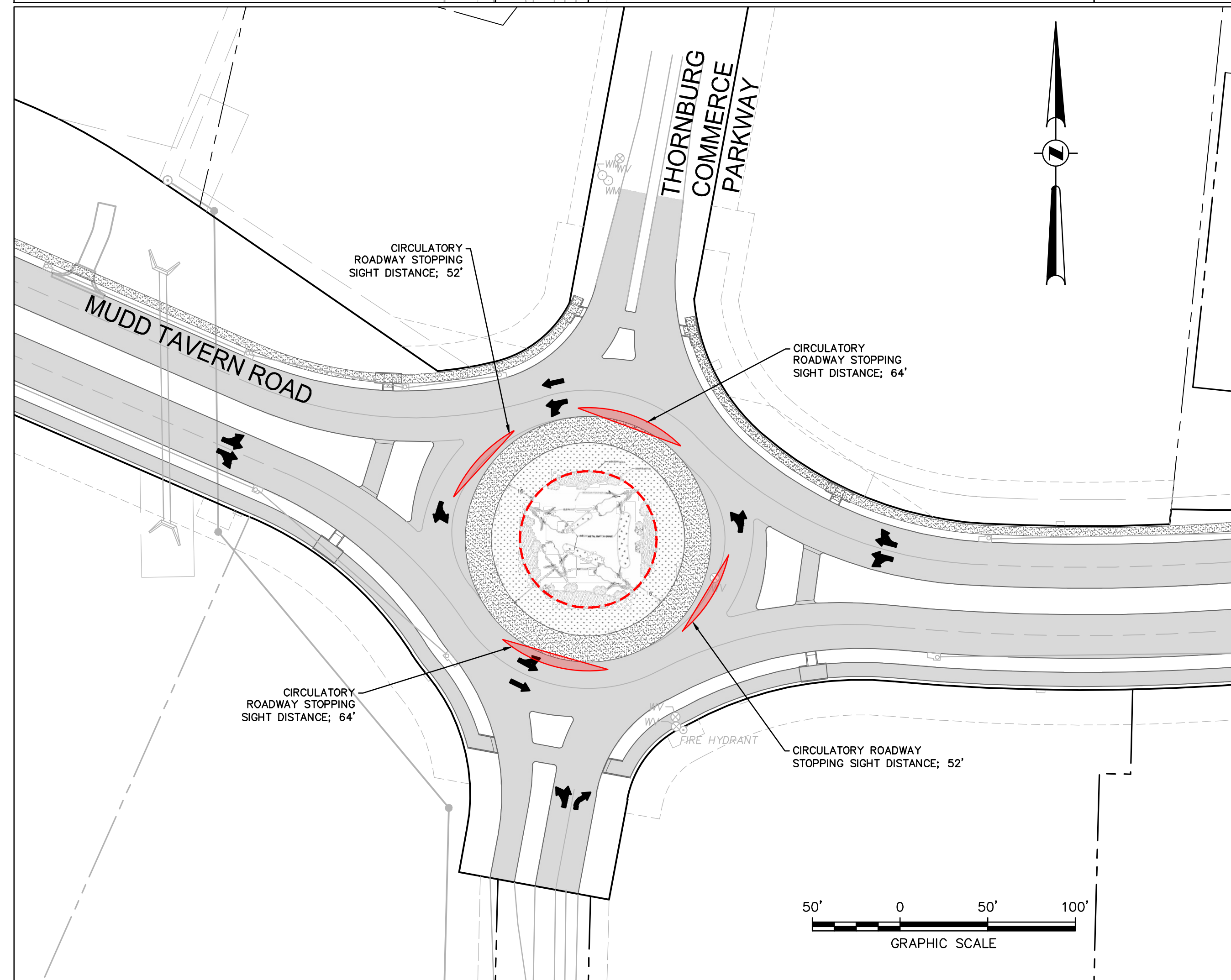
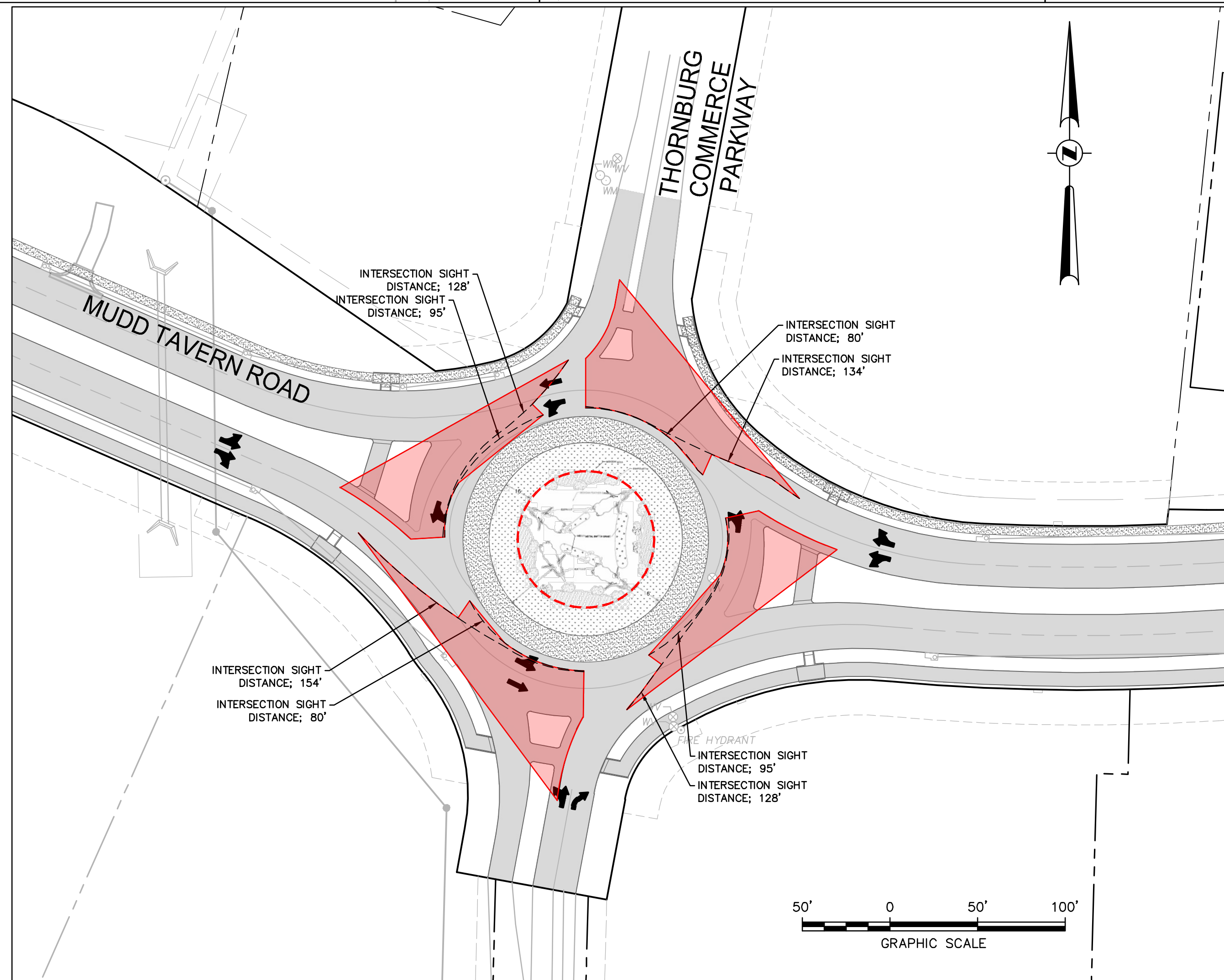
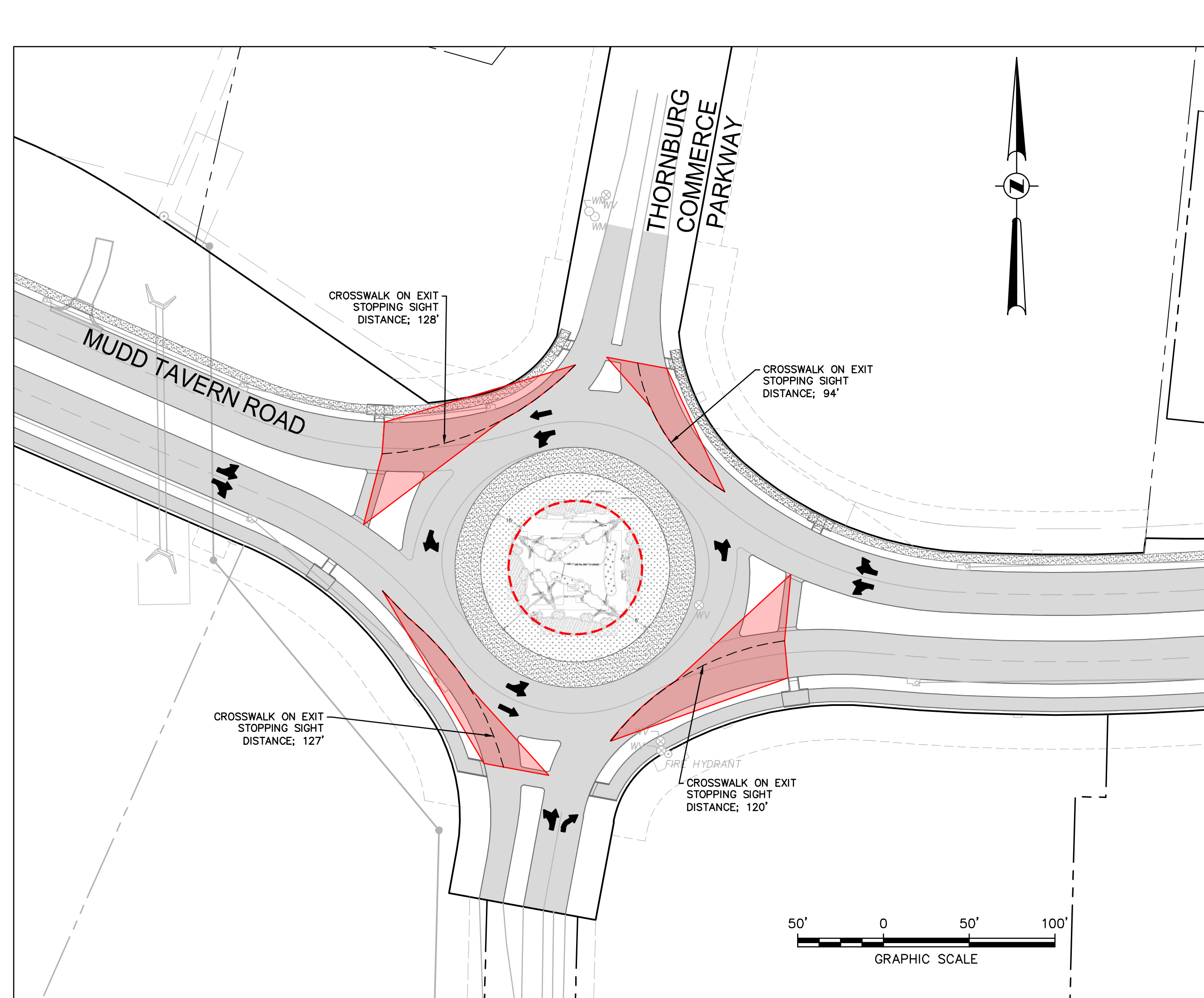
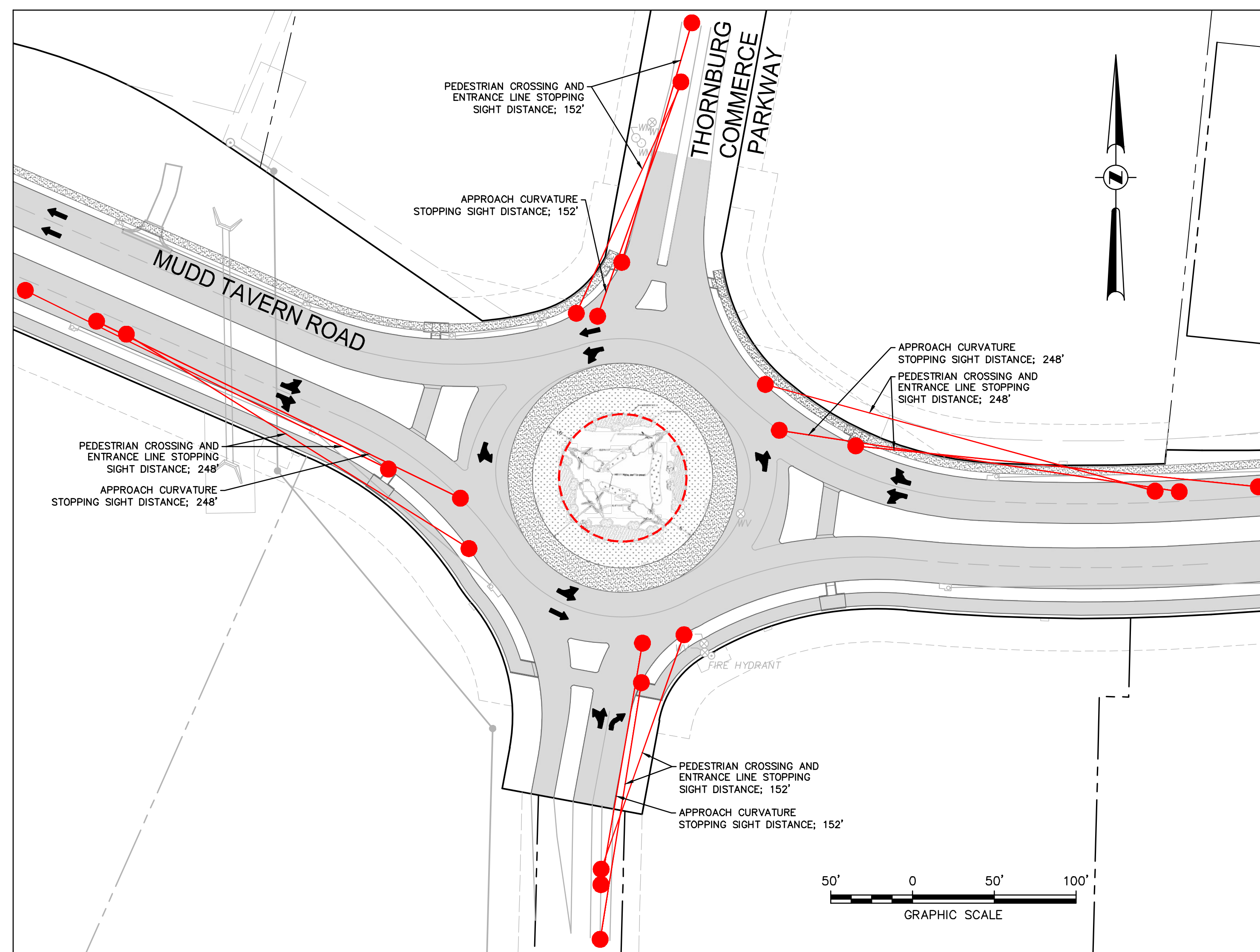
**SULLIVAN, DONAHOE & INGALLS, PC**  
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**KALAHARI RESORTS & CONVENTIONS**  
 BERKELEY MAGISTERIAL DISTRICT  
 SPOTSYLVANIA COUNTY, VIRGINIA

DES/DRFT: MCC  
 CHECKED: KLO  
 APPROVED: PLH  
 JOB NO.: 21-SP-0264  
 DATE: 2-17-2026  
 SCALE: 1"=50'

SHEET **2**  
 OF **4** SHEETS



P:\Active Jobs\Kalahari Resort 21-SP-0264\CADD\Design\Roundabout Exhibit - Sight Distance.dwg, 2025-03-18

Notes for Inside Lane Closure on a Multi-Lane Roundabout  
(Figure TTC-32.0) (MUTCD TA-54)

Standard:

- 0a. On divided highways having a median wider than 8 feet, right and left sign assemblies shall be required.
- 0b. A shadow vehicle with either a Type B or C arrow board operating in the caution mode shall be parked 80 to 120 feet in advance of the first work crew. When the posted speed limit is 45 mph or greater, the shadow vehicle shall be a TMA.
- 0c. See Table 6P-V5 for taper lengths.
- 0d. See Table 6P-V8 for channelizing device spacing.
- 0e. Vehicle hazard warning signals shall not be used instead of the vehicle's high-intensity amber rotating, flashing, or oscillating lights. Vehicle hazard warning signals can be used to supplement high-intensity amber rotating, flashing, or oscillating lights.
- 0f. On long-term projects where the central island of a roundabout allows for the installation of signs, existing roundabout directional signs shall be maintained or temporary roundabout directional signs shall be installed in the central island as per the Virginia MUTCD, unless infeasible.
- 1. When crosswalks or other pedestrian facilities are closed or relocated, temporary facilities (see Figure TTC-36.0) shall be detectable and shall include accessibility features consistent with the features present in the existing pedestrian facility.

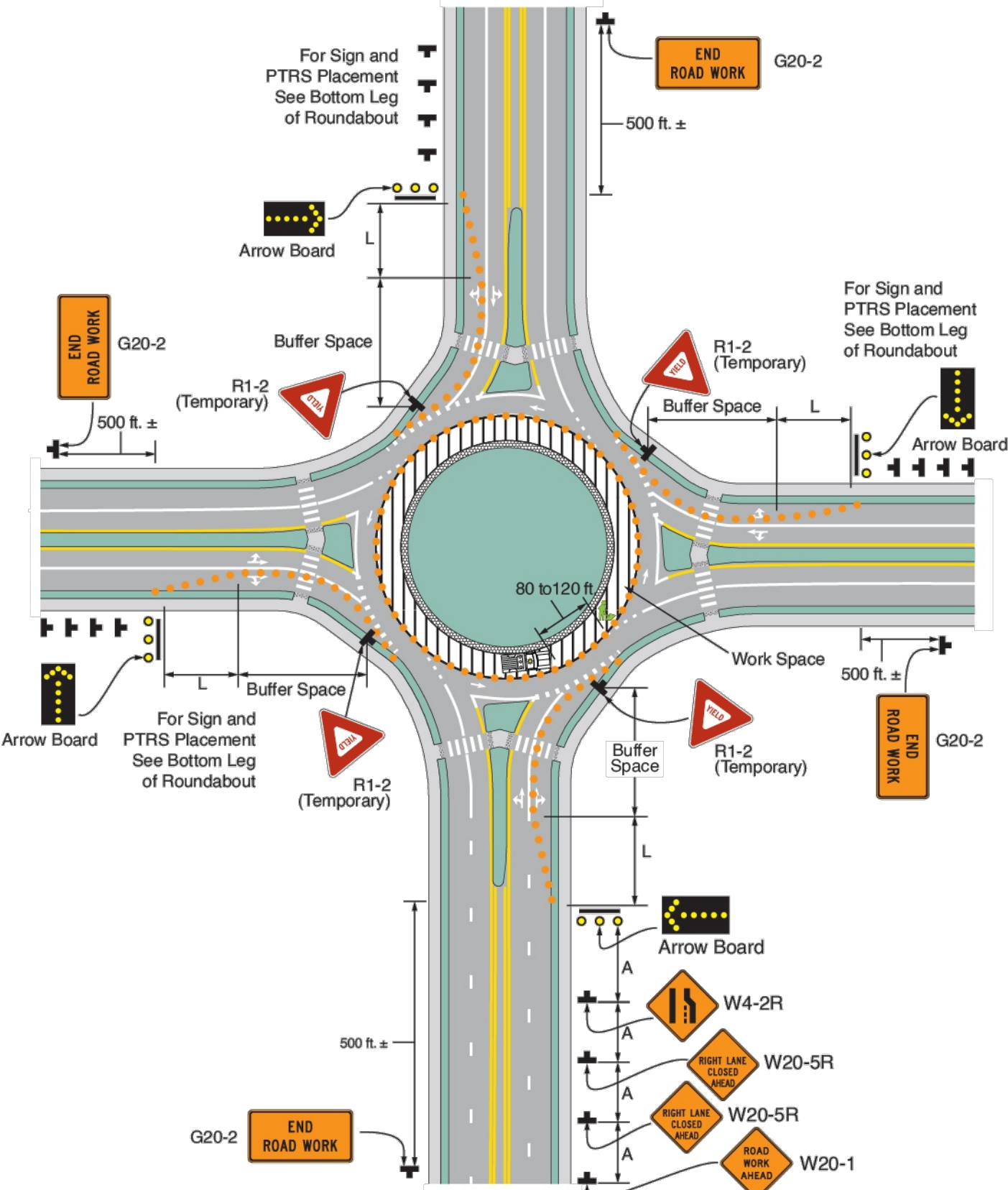
Guidance:

- 2. [Paragraph Deleted]
- 3. When designing the traffic control and installing the channelizing devices for work activities at roundabouts, accommodations for the turning radius of tractor trailer vehicles should be considered and the work zone designed accordingly.
- 4. [Paragraph Deleted]
- 5. [Paragraph Deleted]
- 6. Conflicting pavement markings should be removed for long-term projects. For short-term and intermediate-term projects where this is impracticable, the channelizing devices in the area where the pavement markings conflict should be placed at a maximum spacing of  $\frac{1}{2} S$  feet where  $S$  is the speed in mph. Temporary markings should be installed where needed.

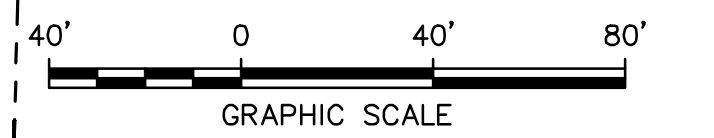
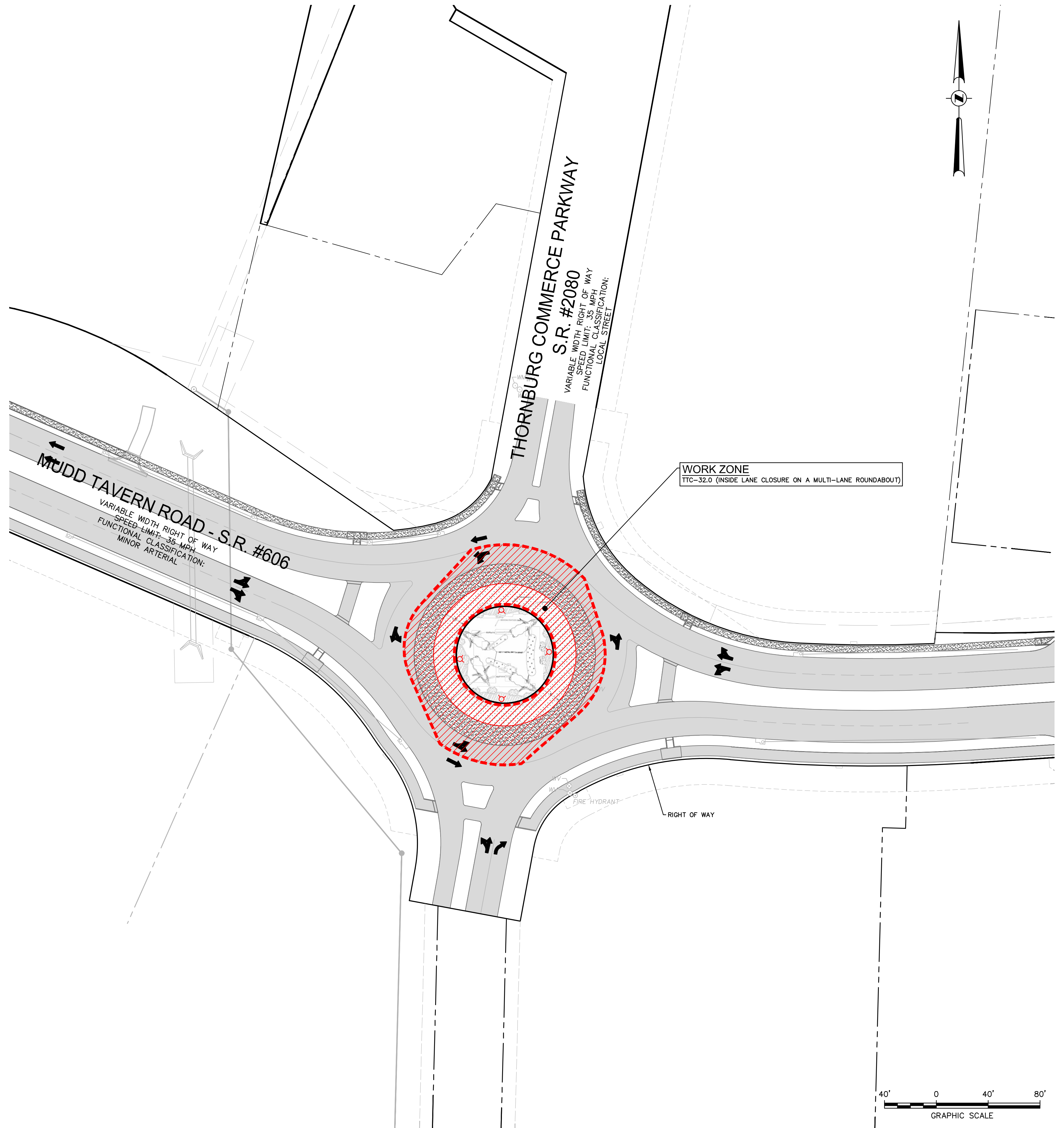
Option:

- 7. [Paragraph Deleted]
- 7a. Periodic adjustments to the channelizing devices may be allowed in an active work zone to accommodate the turning movements of tractor trailer vehicles and other large vehicles.
- 8. On a multi-lane approach, a lane (or lanes) on either the left-hand side or the right-hand side may be closed.

Inside Lane Closure on a Multi-Lane Roundabout  
Figure TTC-32.0 (MUTCD TA-54)



Note: See Table 6P-2 for the meanings of the symbols used in this figure.  
See Table 6P-V3 for sign spacing requirements ("A").  
See Tables 6P-V5 through 6P-V7 for taper length requirements.  
See Table 6P-V8 for channelizing device spacing requirements.



DATE	REVISIONS
4/6/2026	V001 AND AARB COMMENTS

**SULLIVAN, DONAHOE & INGALLS, PC**  
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10720 COLUMBIA DRIVE  
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FREDERICKSBURG, VA 22404  
sdi-ipc.com  
540-898-8378



**KALAHARI RESORTS & CONVENTIONS**  
BERKELEY MAGISTERIAL DISTRICT  
SPOTSYLVANIA COUNTY, VIRGINIA  
**TRAFFIC MANAGEMENT PLAN**

DES/DRFT: MCC  
CHECKED: KLO  
APPROVED: PLH  
JOB NO.: 21-SP-0264  
DATE: 2-17-2026  
SCALE: 1"=40'

SHEET **3**  
OF **4** SHEETS

TABLE 6C-2  
LENGTH OF LONGITUDINAL BUFFER SPACE

POSTED SPEED LIMIT (MPH)	DISTANCE (FEET)
≤ 20	115 – 120
25	155 – 165 <sup>1</sup>
30	200 – 210
35	250 – 260
40	305 – 325 <sup>1</sup>
45	360 – 380
50	425 – 445
55	500 – 530 <sup>1</sup>
60	570 – 600 <sup>1</sup>
65	645 – 675
70	730 – 760
75	820 – 850

1: REVISION 1 – 4/1/2015  
2: REVISION 2 – 9/1/2019

**TTC DEVICE PLACEMENT NOTE**

CONTRACTOR SHALL OBTAIN RIGHT-OF-ENTRY FROM LANDOWNER PRIOR TO PLACEMENT OF TEMPORARY TRAFFIC CONTROL DEVICES IN AREAS NOT WITHIN PUBLIC RIGHT-OF-WAY.

ROAD TYPE	SPACING (FEET)
URBAN STREET WITH 25 MPH OR LESS POSTED SPEED	100 – 200
URBAN STREET WITH 30 TO 40 MPH POSTED SPEED	250 – 350
*ALL OTHER ROADWAYS WITH 45 MPH OR LESS POSTED SPEED	350 – 500
ALL OTHER ROADWAYS WITH GREATER THAN 45 MPH POSTED SPEED	500 – 800
LIMITED ACCESS HIGHWAYS	1300 – 1500

1: REVISION 1 – 4/1/2015  
2: REVISION 2 – 9/1/2019

\*URBAN STREETS WITH GREATER THAN 40 MPH POSTED SPEED LIMITS FALL INTO THIS CATEGORY.

NOTE: FOR URBAN CONDITIONS, IT IS GENERALLY BETTER TO PLACE ALL ADVANCE WARNING SIGNS WITHIN A ONE BLOCK AREA VERSUS SPREADING OUT THE SIGNS OVER SEVERAL BLOCKS, HOWEVER, MOTORIST MUST HAVE TIME TO RECOGNIZE AND REACT TO EACH WARNING SIGN SEE SECTION 6G-11.

**Route 606 Mudd Tavern Road**

AADT = 16,000 trips/day

Road Design Manual Appendix A2 Page A2-4

DESIGN SPEED	DESIGN ADT	FORESLOPES			BACKSLOPES		
		6:1 or Flatter	5:1 to 4:1	3:1	3:1	5:1 to 4:1	6:1 or Flatter
40 mph or less	Under 750c	7-10	7-10	b	7-10	7-10	7-10
	750-1500	10-12	12-14	b	10-12	10-12	10-12
	1500-6000	12-14	14-16	b	12-14	12-14	12-14
	Over 6000	14-16	16-18	b	14-16	14-16	14-16
45-50 mph	Under 750c	10-12	12-14	b	8-10	8-10	10-12
	750-1500	14-16	16-20	b	10-12	12-14	14-16
	1500-6000	16-18	20-26	b	12-14	14-16	16-18
	Over 6000	20-22	24-28	b	14-16	18-20	20-22
55 mph	Under 750c	12-14	14-18	b	8-10	10-12	10-12
	750-1500	16-18	20-24	b	10-12	12-14	14-16
	1500-6000	20-22	24-30	b	14-16	16-18	20-22
	Over 6000	22-24	26-32a	b	16-18	20-22	22-24
60 mph	Under 750c	16-18	20-24	b	10-12	12-14	14-16
	750-1500	20-24	26-32a	b	12-14	16-18	20-22
	1500-6000	26-30	32-40a	b	14-18	18-22	24-26
	Over 6000	30-32a	36-44a	b	20-22	24-26	26-28
65-70 mph	Under 750c	18-20	20-26	b	10-12	14-16	14-16
	750-1500	24-26	28-36a	b	12-16	18-20	20-22
	1500-6000	28-32a	34-42a	b	16-20	22-24	26-28
	Over 6000	30-34a	38-46a	b	22-24	26-30	28-30

TABLE A2-1 CLEAR ZONE DISTANCES

Source: AASHTO *Roadside Design Guide*, Chapter 3.

- When a site specific investigation indicates a high probability of continuing crashes, or when such occurrences are indicated by crash history, the designer may provide clear zone distances greater than the clear zone shown in Table A2-1. Clear zones may be limited to 30 feet for practicality and to provide a consistent roadway template if previous experience with similar projects or designs indicates satisfactory performance.
- Because recovery is less likely on the unshielded, traversable 3:1 fill slopes, fixed objects should not be present in the vicinity of the toe of these slopes. Recovery of high speed vehicles that encroach beyond the edge of shoulder may be expected to occur beyond the toe of slope. Determination of the width of the recovery area at the toe of slope should take into consideration right of way availability, environmental concerns, economic factors, safety needs, and crash histories. Also, the distance between the edge of the travel lane and the beginning of the 3:1 slope should influence the recovery area provided at the toe of slope. While the application may be limited by several factors, the fill slope parameters which may enter into determining a maximum desirable recovery area are illustrated in Figure A2-7. A 10 foot recovery area at the toe of slope should be provided for all traversable, non-recoverable fill slopes.
- For roadways with low volumes it may not be practical to apply even the minimum values found in Table A2-1. Refer to Chapter 12 for additional considerations for low volume roadways and Chapter 10 for additional guidance for urban applications in AASHTO *Roadside Design Guide*.
- When design speeds are greater than the values provided, the designer may provide clear zone distances greater than those shown in Table A2-1.

**PUBLIC COMMUNICATIONS PLAN**

NOTIFICATION OF CONSTRUCTION START/END DATES AND WORK ZONE INFORMATION WILL BE ENTERED INTO THE VA. TRAFFIC SYSTEM.

TRANSPORTATION OPERATIONS PLAN

- THE PROCESS TO NOTIFY THE REGIONAL TRAFFIC OPERATION CENTER TO PLACE LANE CLOSURE INFORMATION ON THE 511 SYSTEM AND LCAMS WILL BE:
  - CONTRACTOR IS TO ADVISE THE VDOT PROJECT INSPECTOR AND/OR CONSTRUCTION MANAGER OF PLANNED LANE CLOSURES A MINIMUM OF 24 HOURS IN ADVANCE OF PROPOSED LANE CLOSURE.
  - CONSTRUCTION MANAGER IS TO ADVISE THE RESIDENCY MAINTENANCE MANAGER OF PROPOSED LANE/ROAD CLOSURE. RMA IS TO HAVE (VA. TRAFFIC) OPERATOR ENTER DATA INTO (LCAMS) AND ALSO ADVISE TOC.
- THE FOLLOWING IS A LIST OF LOCAL EMERGENCY CONTACT AGENCIES:
  - VIRGINIA STATE POLICE – 1-800-572-2260
  - HAZ-MAT CENTER (IF SPILL INVOLVED) – 911
- PROCEDURES TO RESPOND TO TRAFFIC INCIDENTS THAT MAY OCCUR IN THE WORK ZONE:
  - CONTRACTOR TO NOTIFY VIRGINIA STATE POLICE AND VDOT INSPECTOR IN CHARGE AND REGIONAL TRAFFIC OPERATION CENTER.
  - DEPENDING UPON SEVERITY OF INCIDENT, CONTRACTOR MAY HAVE TO SHUT DOWN WORK.
  - UPON ARRIVAL ON SCENE, VIRGINIA STATE POLICE WILL DETERMINE RESPONSE NECESSARY TO ALLOW TRAVELING PUBLIC AROUND INCIDENT.
  - INSPECTOR TO NOTIFY CONSTRUCTION MANAGER/RESIDENCY ADMINISTRATOR OF INCIDENT AND TAKE PICTURES AS NECESSARY, ESPECIALLY PICTURES OF CONTRACTOR'S WORK ZONE TO VERIFY THE PROPER SETUP.
- PROCESS OF NOTIFICATION OF INCIDENT TO BE FOLLOWED IS:
 

CONTRACTOR TO CALL:

  - REGIONAL TRAFFIC OPERATIONS CENTER: SHIFT SUPERVISOR 540-658-4340
  - DISTRICT WORK ZONE SAFETY COORDINATOR: JEFFREY STONE 540-226-7107
  - DISTRICT TRAFFIC OPERATIONS DIRECTOR: KYLE BATES, P.E. 540-907-6055
  - DISTRICT TRAFFIC ENGINEER: ROBERT WEBER, P.E. 757-266-2122
  - ENGINEER SENIOR SUPERVISOR SIGNALS: JIZHAN GOU, P.E. (JASON) 571-350-2020
  - INCIDENT MANAGEMENT COORDINATOR: FLOYD ELLMORE (BOOTS) 703-539-9143
  - DISTRICT COMMUNICATIONS MANAGER: KELLY HANNON 540-374-3344
  - SPOTSYLVANIA COUNTY SHERIFF'S OFFICE 540-582-7115
- THE VIRGINIA STATE POLICE REPORT OF THE INCIDENT WILL BE REVIEWED BY THE RESIDENCY ADMINISTRATOR TO DETERMINE IF ANY MODIFICATION OF THE TEMPORARY TRAFFIC CONTROL PLAN IS NECESSARY. IF IT IS NECESSARY TO ALTER THE PLAN, THEN A MEETING WILL BE CALLED WITH THE CONTRACTOR, VDOT PERSONNEL, VDOT SAFETY REPRESENTATIVES AND THE VIRGINIA STATE POLICE (IF NECESSARY) TO DISCUSS MODIFICATION AND IMPLEMENTATION OF AN APPROVED TRAFFIC CONTROL PLAN.

**TEMPORARY TRAFFIC CONTROL GENERAL NOTES**

- THE WORK ZONE OF THE CONTRACT WORK IS ALONG MUDD TAVERN ROAD, S.R. 606 AT POINT 0.31 MILES WEST OF INTERSTATE 95 AND AT POINT 0.27 MILES EAST OF ROUTE 1, SPOTSYLVANIA COUNTY, VIRGINIA. THIS IS A TYPE "A" TRAFFIC MANAGEMENT PLAN. OFF SITE DETOURS NOT NEEDED.
- UNLESS OTHERWISE APPROVED OR DIRECTED BY THE ENGINEER (VDOT), THE CONTRACTOR SHALL PLAN AND PROSECUTE THE WORK IN ACCORDANCE WITH THE FOLLOWING:
  - GENERALLY, CONSTRUCTION ACTIVITIES WILL BE CONDUCTED WHILE HIGHWAY TRAVEL IS TEMPORARILY LIMITED. NOTIFICATION SHALL BE IN ACCORDANCE WITH THE VDOT PERMIT.
  - IT IS ANTICIPATED THAT THE FOLLOWING 2026 VIRGINIA WORK AREA PROTECTION MANUAL REVISION 11.0 TYPICAL TRAFFIC CONTROL APPLICATIONS WILL BE USED TO PERFORM THE CONTRACT WORK: TTC-32.0 DURING PERIODS THAT OPERATIONS ARE PERFORMED UNDER TRAFFIC, THE SPEED LIMIT SHALL BE, AS POSTED. IN ADDITION, "ROAD WORK AHEAD" SIGNS SHALL BE PLACED IN ADVANCE OF THE WORK ZONE.
  - THE CONTRACTOR SHALL SUBMIT A MAINTENANCE OF TRAFFIC SCHEDULE, INCLUDING ALL PROPOSED LANE AND SHOULDER CLOSURES, AT LEAST TWO WEEKS PRIOR THE ACTUAL CLOSURES ARE TO BEGIN FOR REVIEW AND APPROVAL.
  - THE CONTRACTOR SHALL SUBMIT THE FINAL PLAN OF ALL PROPOSED LANE AND SHOULDER CLOSURES BY CLOSE OF BUSINESS WEDNESDAY FOR WORK IN THE FOLLOWING WEEK REQUIRING THE LANE OR SHOULDER CLOSURES IN ORDER FOR THE DEPARTMENT TO NOTIFY THE GENERAL PUBLIC, APPROPRIATE PUBLIC ENTITIES, TRAFFIC MANAGEMENT CENTER, AND THE DISTRICT TRAFFIC ENGINEER.
  - AN ONSITE REVIEW OF THE PROJECT'S WORK ZONE TRAFFIC CONTROL BY THE PROJECT MANAGEMENT TEAM, DISTRICT TRAFFIC ENGINEER AND CONTRACTOR SHALL BE CONDUCTED WITHIN 24 HOURS OF ANY FATAL INCIDENT/CRASH WITHIN THE WORK ZONE.
  - PERIODIC WORK ZONE REVIEWS SHALL BE CONDUCTED JOINTLY BY THE PROJECT MANAGEMENT TEAM, DISTRICT TRAFFIC ENGINEER AND CONTRACTOR.
  - ALL TRAFFIC CONTROL DEVICES AND SIGNS NECESSARY FOR THE MAINTENANCE OF TRAFFIC ARE TO BE SUPPLIED, INSTALLED, MAINTAINED AND REMOVED BY THE CONTRACTOR.
  - ALL TRAFFIC CONTROL DEVICE LOCATIONS SHALL BE MARKED BY THE CONTRACTOR AND REVIEWED BY THE ENGINEER PRIOR TO INSTALLATION.
  - CONSTRUCTION SIGNS SHALL BE FABRICATED AND INSTALLED IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES 2023 EDITION, STANDARD HIGHWAY SIGN MANUAL 2011 EDITION, VIRGINIA WORK AREA PROTECTION MANUAL 2026 EDITION REVISION 11.0, 2016 ROAD AND BRIDGE STANDARDS AND THE 2020 ROAD AND BRIDGE SPECIFICATIONS.
  - ALL SIGNS WILL BE EITHER REMOVED FROM THE ROADWAY WHEN NOT NEEDED OR COVERED PER SECTION 6F.04 OF THE VIRGINIA WORK AREA PROTECTION MANUAL, 2026 EDITION REVISION 11.0.
  - SOME SKETCHES AND DRAWINGS ARE NOT TO SCALE AND SHALL BE USED FOR REFERENCE ONLY.
  - TRAFFIC CONSISTS OF RESIDENTS, COMMUTERS, DELIVERY TRUCKS, SCHOOL BUSES, ETC.
  - SIDEWALK CLOSURES SHALL BE IN ACCORDANCE WITH TTC-35.0 AND TTC-36.0 IF APPLICABLE.
- GROUP 2 CHANNELIZING DEVICES ARE TO BE PLACED AS DIRECTED BY THE VA. WAPM, PAGE A-7.
- WORK ACTIVITY IN THE ROADWAY WILL BE ALLOWED FROM 9:00AM AND 3:30PM MONDAY THRU FRIDAY. FOR ALTERNATE HOURS THE CONTRACTOR MUST SUBMIT IN WRITING THE PROPOSED ALTERNATE HOURS TO THE FREDERICKSBURG DISTRICT PERMIT OFFICE FOR REVIEW AND APPROVAL. HOLIDAY RESTRICTIONS OUTLINED IN THE 2020 ROAD AND BRIDGE SPECIFICATIONS SECTION 108.02.
- LANE CLOSURES WILL NOT BE PERMITTED.
- TEMPORARY LANE WIDTHS NOT TO BE LESS THAN EXISTING LANE WIDTH (DESIRABLE 11' MINIMUM) WITHOUT CONCURRENCE OF THE DISTRICT TRAFFIC ENGINEER.
- NO OBJECTS, EQUIPMENT, OR STORED MATERIALS MAY INTERFERE WITH SIGHT DISTANCE OF ENTRANCES AND INTERSECTIONS.
- PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE PLACED PER THE VIRGINIA WORK AREA PROTECTION MANUAL OR AS DIRECTED BY THE ENGINEER.
- VDOT WILL NOT ASSIST CONTRACTOR IN SECURING STAGING AREA FOR EQUIPMENT AND MATERIALS WITHIN THE STATE RIGHT-OF-WAY.
- CONTRACTOR SHALL MAINTAIN ACCESS TO PRIVATE ENTRANCES DURING OPERATIONS.
- THE CONTRACTOR SHALL CALL 1-800-FOR-ROADS FOR MARK-OUT AND LOCATING OF ALL VDOT OWNED UTILITIES WHEN WORKING WITHIN 1,000 FEET OF A TRAFFIC SIGNAL IN THE FREDERICKSBURG DISTRICT. THIS CONTACT SHALL BE MADE A MINIMUM OF 72 HOURS PRIOR TO THE BEGINNING OF WORK. CONTRACTOR SHALL MAINTAIN THESE MARKINGS UNTIL WORK IS COMPLETED.
 

WHEN WORKING ON THE FOLLOWING ROUTES, THE CONTRACTOR SHALL CALL 1-800-FOR-ROADS REGARDLESS OF THE DISTANCE TO A TRAFFIC SIGNAL:

STAFFORD COUNTY: I-95, RTE. 1, RTE. 17, RTE. 610, RTE. 637, RTE. 789, AND RTE. 8900  
 SPOTSYLVANIA COUNTY: I-95, RTE. 1, RTE. 3, RTE. 17, RTE. 608, AND RTE. 628  
 CAROLINE COUNTY: I-95, RTE. 1, AND RTE. 207  
 GLOUCESTER COUNTY: RTE. 17  
 ESSEX COUNTY (TAPPANNOCK AREA): RTE. 17
- THE CONTRACTOR SHALL CONTACT THE ENGINEER IMMEDIATELY IF THERE IS AN EXPECTED CONFLICT WITH THE PROPOSED WORK.
- ALL AREAS EXCAVATED BELOW EXISTING PAVEMENT SURFACES AT THE CONCLUSION OF EACH WORKDAY SHALL BE BACKFILLED TO FORM A 4:1 WEDGE AGAINST PAVEMENT SURFACE FOR THE SAFETY AND PROTECTION OF VEHICULAR TRAFFIC.
- THE CONTRACTOR SHALL PROVIDE TEMPORARY DRAINAGE AS REQUIRED TO PREVENT PONDING OF WATER ON THE ROADWAY AND ADJACENT PROPERTIES AT NO COST TO VDOT.
- CONTRACTOR SHALL PROTECT ANY EXISTING GUARDRAIL AND SUPPORTS WITHIN CONSTRUCTION AREA FROM DAMAGE. ANY GUARDRAIL OR SUPPORTS DAMAGED DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED OR REPLACED TO PRE-CONSTRUCTION CONDITIONS BY THE CONTRACTOR.
- MAINTENANCE OF TRAFFIC SHALL BE DONE IN ACCORDANCE WITH THE VIRGINIA WORK AREA PROTECTION MANUAL DATED 2026 REVISION 11.0 AND THE 2009 EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
- DURING CONSTRUCTION ANY DEVIATION FROM THE APPROVED TRAFFIC MANAGEMENT PLAN MUST BE COORDINATED THROUGH THE FREDERICKSBURG RESIDENCY LAND USE OFFICE, 540-899-4300, OPTION 2.
- CHECK ONE BOX BELOW OR THE TMP IS INCOMPLETE:
 

(X) THIS TRAFFIC MANAGEMENT PLAN IS STRAIGHTFORWARD AND FOLLOWS STANDARD TTC PROCEDURES OUTLINED IN THE VIRGINIA WORK AREA PROTECTION MANUAL (VWAPM).

( ) THIS TRAFFIC MANAGEMENT PLAN IS SITE SPECIFIC OR UTILIZES TTC MEASURES THAT NEEDS TO BE MODIFIED TO MEET ONSITE CONDITIONS OR COMPLEX TTC MEASURES (SUCH AS DETOUR, ROLLING OPERATIONS, ETC.) AS DETERMINED BY VDOT. THEREFORE, THIS TRAFFIC MANAGEMENT PLAN HAS BEEN PREPARED BY RICHARD H. FURNIVAL WHO HOLDS AN ADVANCED WORK ZONE TRAFFIC CONTROL CERTIFICATION NO. 022422118, EXPIRATION DATE AUGUST 28, 2026.

County of Spotsylvania  
Founded 1721



Service, Integrity, Pride

Board of Supervisors  
GERALD CHILDRESS  
DEBORAH H. FRAZIER  
LORI HAYES  
JACOB LANE  
KEVIN W. MARSHALL  
DREW MULLINS  
CHRIS YAKABOUSKI

County Administrator  
ED PETROVITCH  
Deputy County Administrator  
MARK L. COLE  
P. O. BOX 99, SPOTSYLVANIA, VA 22553  
Voice: (540) 507-7010  
Fax: (540) 507-7019

At a meeting of the Spotsylvania County Board of Supervisors held on December 9, 2025, on a motion by Supervisor Marshall and passed unanimously, the Board adopted the resolution as follows:

**RESOLUTION NO. 2025-164**  
**A RESOLUTION ENDORSING THE KALAHARI RESORTS & CONVENTIONS'S DECORATIVE ART REQUEST TO THE COMMONWEALTH FOR THE ROUTE 606 ROUNDABOUT IN THORNBURG**

WHEREAS, Kalahari Resorts & Conventions corporation has a history of constructing decorative art in the center of roundabouts near their resorts; and

WHEREAS, Kalahari Resorts & Conventions corporation is willing to construct the decorative art and maintain the decorative art and landscaping at its own cost in accordance with all Commonwealth requirements; and

WHEREAS, the Virginia Department of Transportation is willing to consider the Kalahari Resorts & Conventions corporation permit request for decorative art with a county resolution of support accompanying the permit request; and

NOW, THEREFORE, BE IT RESOLVED, this Board endorses the Kalahari Resorts & Conventions corporation's decorative art request to the Commonwealth provided it meets all Commonwealth requirements.

(SEAL)

A COPY TESTE:

*Aimee R. Mann*  
Aimee R. Mann, MMC  
Deputy Clerk to the Board of Supervisors

**ADVANCED WORK ZONE TRAFFIC CONTROL TRAINING CERTIFICATION :**

RICHARD H. FURNIVAL  
P.E. #24835 (VA.)

022422118  
CERTIFICATION NUMBER  
8-28-2026  
EXPIRATION DATE



DATE	REVISIONS
4/6/2026 <td>VDOT AND AARB COMMENTS</td>	VDOT AND AARB COMMENTS

**SULLIVAN, DONAHOE & INGALLS, PC**  
ENGINEERS - LAND PLANNERS - SURVEYORS - RIGHT-OF-WAY  
10720 COLUMBIA DRIVE  
FREDERICKSBURG, VA 22408  
P.O. BOX 614  
FREDERICKSBURG, VA 22404  
540-898-8378  
sdi-ipc.com



**KALAHARI RESORTS & CONVENTIONS**  
BERKELEY MAGISTERIAL DISTRICT  
SPOTSYLVANIA COUNTY, VIRGINIA  
**TRAFFIC MANAGEMENT NARRATIVE**

DES/DRFT: MCC  
CHECKED: KLO  
APPROVED: PLH  
JOB NO.: 21-SP-0264  
DATE: 2-17-2026  
SCALE: NONE

SHEET **4**  
OF **4** SHEETS