

City Of Harrisonburg, Virginia

MAIN STREET STREETScape

(Phase 2)

STATE	FEDERAL AID		STATE		SHEET NO.
	PROJECT	ROUTE	PROJECT		
VA.	-	11	EN12-115-233 P101, C501	1	

FUNCTIONAL CLASSIFICATION AND TRAFFIC DATA	
URBAN MINOR ARTERIAL (GS-6) - ROLLING - 30 MPH DESIGN SPEED	
Main Street	Fr: Bruce St. To: Wolfe St.
ADT (2012)	6,000
ADT (2034)	8,500
DHV	790
D (%) (design hour)	100%
T (%) (design hour)	3%
V (MPH)	30

VDOT PROJECT # EN12-115-233 P101, C501
UPC # 103587

MAYOR TED BYRD
CITY MANAGER KURT HODGEN
CITY ENGINEER DANIEL J. RUBLEE
DIRECTOR OF PUBLIC WORKS JAMES D. BAKER
DIRECTOR OF PUBLIC UTILITIES ... A. MICHAEL COLLINS

Final Plans
February 11, 2014

LEGEND

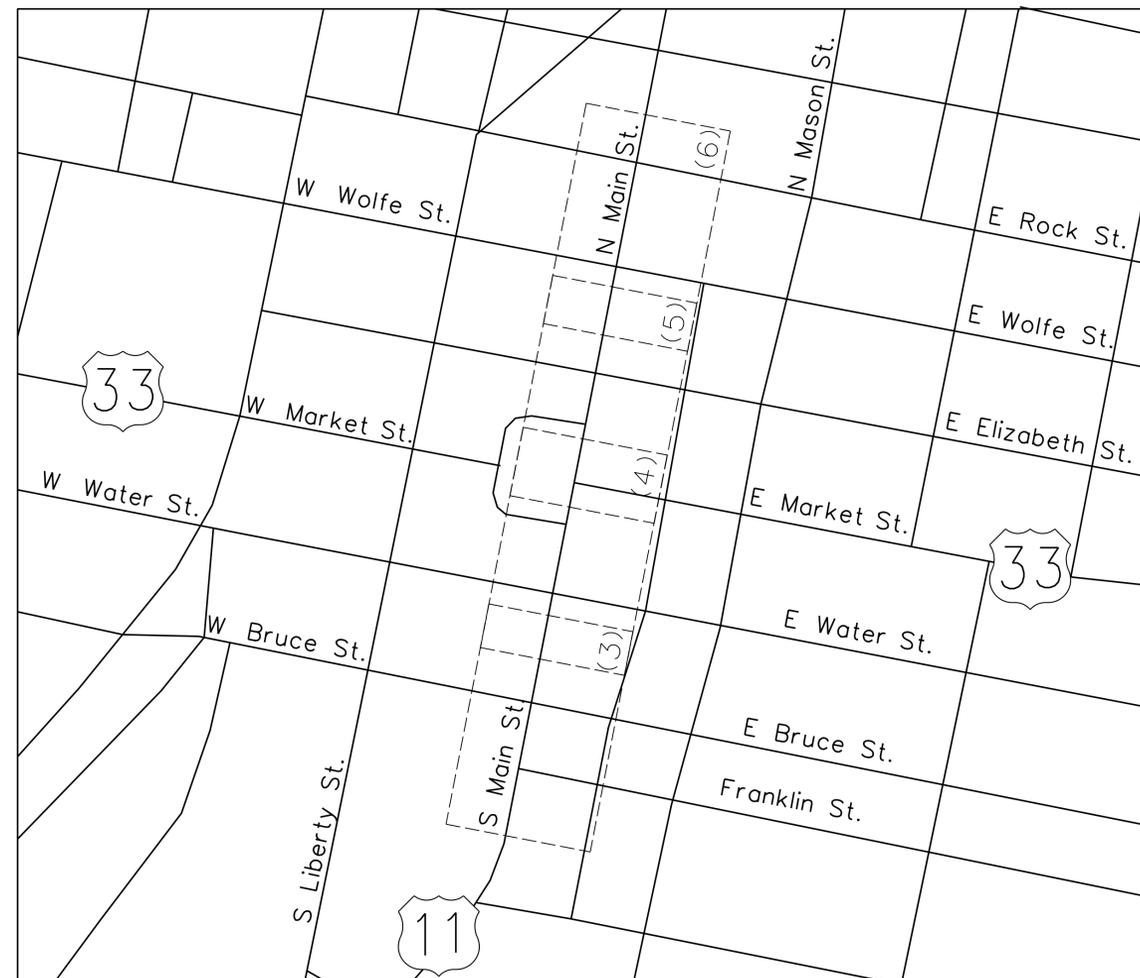
CITY, TOWN OR VILLAGE	---
RIGHT OF WAY LINE	---
FENCE LINE	---
PROPERTY LINE	---
EXISTING SHOULDER LINE	---
WATER LINE	---
SANITARY SEWER LINE	---
GAS LINE	---
ELECTRIC UNDERGROUND CABLE	---
ELECTRIC OVER HEAD CABLE	---
OVERHEAD UTILITY CABLE	---
GUARD RAIL	---
BASE OR SURVEY LINE	---

CULVERTS	---
DROP INLET	---
TELEPHONE OR POWER POLES	---
HEDGE	---
TREES	---
HEAVY WOODS	---
WATERS OF THE U.S.	---

	Denotes Temporary Filter Barrier
	Denotes Temporary Silt Fence
	Denotes Temporary Diversion Channel
	Denotes Temporary Diversion Dike
	Denotes Temporary Silt Trap
	Denotes Rock Check Dam, Type I
	Denotes Rock Check Dam, Type II
	Denotes Culvert Inlet Protection
	Denotes Drop Inlet Silt Trap
	Denotes Existing Contours
	Denotes Proposed Contours
	Denotes Construction Limits in Cuts
	Denotes Construction Limits in Fills
	Denotes Proposed Right of Way
	Denotes Temporary Construction Easements
	Denotes Permanent Drainage Easements
	Denotes Permanent Utility Easements
	Denotes Proposed Stamped Asphalt
	Denotes Proposed Brick Pavers
	Denotes Resurfacing

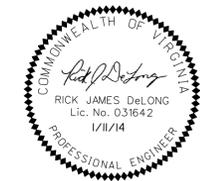
"NIC" denotes not in contract

THIS PROJECT IS TO BE CONSTRUCTED IN ACCORDANCE WITH VDOT'S ROAD AND BRIDGE SPECIFICATIONS, VDOT'S ROAD AND BRIDGE STANDARDS, THE CITY OF HARRISONBURG DESIGN AND CONSTRUCTION STANDARDS MANUAL, AND VDOT'S WORK AREA PROTECTION MANUAL, ALL LATEST EDITIONS, AND AS AMENDED BY THE CONTRACT PROVISIONS AND THE COMPLETE ELECTRONIC TIF VERSION OF THE PLAN ASSEMBLY.



CONTENTS	
SHEET	DESCRIPTION
1	TITLE SHEET
1(A)	SURVEY ALIGNMENT DATA
2 - 2(B)	TYPICALS, NOTES & DETAILS
3 - 6(A)	STREETSCAPE PLANS
7(1) - 7(7)	TRAFFIC SIGNAL PLANS
8(A) - 8(D6)	MAINTAINENCE OF TRAFFIC
9(A) - 9(D)	SIGN AND PAVEMENT MARKING
10(1) - 10(6)	E&S - GRADE PLAN

RECOMMEND FOR FEDERAL AUTHORIZATION TO ADVERTISE	
DATE	DIRECTOR OF PUBLIC WORKS, CITY OF HARRISONBURG



McCormick Taylor
Engineers & Planners
Since 1946

NOT TO SCALE

BM	Northing	Easting	Elevation	Description
A	284758.804	1894292.790	1317.40	Chiseled Square
B	28542.203	1894451.545	1337.89	Chiseled Square
C	285326.641	1893834.108	1316.84	Rt. Spike

TR	Northing	Easting	Elevation	Description
101	285395.126	1893262.254	1343.50	CP#28
102	285243.726	1894116.249	1319.77	CP#29
103	284434.616	1894187.948	1315.52	CP#11
104	284578.206	1894260.067	1317.58	CP#14
105	284712.767	1894280.834	1317.25	CP#13
106	284712.026	1894285.510	1317.48	CP#3
107	284812.552	1894305.954	1316.96	CP#2
108	284811.679	1894317.082	1317.47	CP#10
109	285027.592	1894314.496	1318.70	CP#9
110	284989.176	1894343.782	1317.66	CP#1
111	285170.312	1894379.279	1321.63	CP#5
112	285336.828	189413.986	1328.83	CP#6
113	285452.976	1894437.312	1334.25	CP#7
114	285551.352	1894459.937	1337.08	CP#8
115	285597.095	1894426.221	1337.44	CP#12
116	285009.640	1894665.953	1322.60	CP No#
300	285073.896	1894184.156	1317.17	Bridge Spike
301	285181.196	1894099.258	1317.51	Brick Nail
302	285243.732	1894116.239	1319.84	Disk #102
303	285389.529	1894153.527	1325.43	PK Nail
304	285373.365	1894417.432	1330.60	PK Nail
305	285741.864	1894456.647	1334.15	PK Nail
306	285903.071	1894568.647	1329.48	PK Nail
307	285273.865	1893860.539	1315.88	PK Nail
308	285338.037	1893791.961	1315.77	PK Nail
309	284429.779	1894171.661	1315.28	Bridge Spike

SYMBOL LEGEND

Traverse Point
GPS Control
Benchmark
Survey Baseline
Edge of Pavement
Edge of Driveway
Shoulder of Road
Pavement Striping / Marking
Public Sidewalk
Private Sidewalk
Street
Building, Roof Line, Porch
Fence
Cemetery Boundary with Grave Markers
Woods Line
Shrub Line
Tree, Shrub
Miscellaneous Landscape Features
Walls
Signs
Ballast Posts, Posts
Yard Lights
Mail Box
Flag
Guardrail
Jersey Barrier
Hydrology Features
Conc. V-Ditch, Paved Ditches
Storm Manhole, Drop Inlet
Reinforced Concrete Pipe
Corrugated Plastic Pipe
Drain Field
Railroad Tracks
Railroad Mile Post
Right of Way Line
Right of Way Pin, Right of Way Monument
Property Line
Connected Property Symbol
Iron Rod Found, Iron Pipe Found
Property Monument
State Boundary
County Boundary
City Boundary
Limited Access Easement
Perpetual Easement
Temporary Easement
Drainage Easement
Utility Easement
Index Contour
Interior Contour
Spot Elevation
Water Boundary
Water Flapping
Test Hole, Bore Hole, Boring

UTILITY LEGEND

Water Line
Water Line Duct
Water Valve
Water Manhole
Fire Hydrant
Underground Television Cable
Underground Television Cable Duct
Fiber Optic Cable Television
Television Hand Hole
Television Pedestal
TV Manhole
Underground Telephone Cable
Underground Telephone Cable Duct
Telephone Fiber Optic
Underground Fiber Optic Duct
Fiber Optic Manhole
Telephone Pedestal
Telephone Manhole
Telephone Pole
Telephone Hand Hole
Underground Traffic Control
Traffic Control Fiber Optic
Traffic Control Hand Hole
Traffic Control Manhole
Traffic Signal Pole
Underground Power Cable
Underground Power Cable Duct
Power Pole
Electric Box
Electric Manhole
Light Pole
Electric Meter
Electric Hand Hole
Gas Line
Gas Line Duct
Gas Manhole
Gas Valve
Gas Meter
Gas Test
Gas Well
Sanitary Force Main
Sanitary Sewer
Gravily Sewer
Sanitary Manhole
Sewer Clean Out
Irrigation Sprinkler
Irrigation Control Valve
Utility Continues
Utility End Point
Fuel Line
Labor or below ground
Unknown Utility Line
Duplicated According to Utility Record
Abandoned According to Utility Record
Abandoned

Survey of
MAIN STREET STREETScape PROJECT
CITY OF HARRISONBURG, VIRGINIA
FOR McCormick Taylor, Inc.

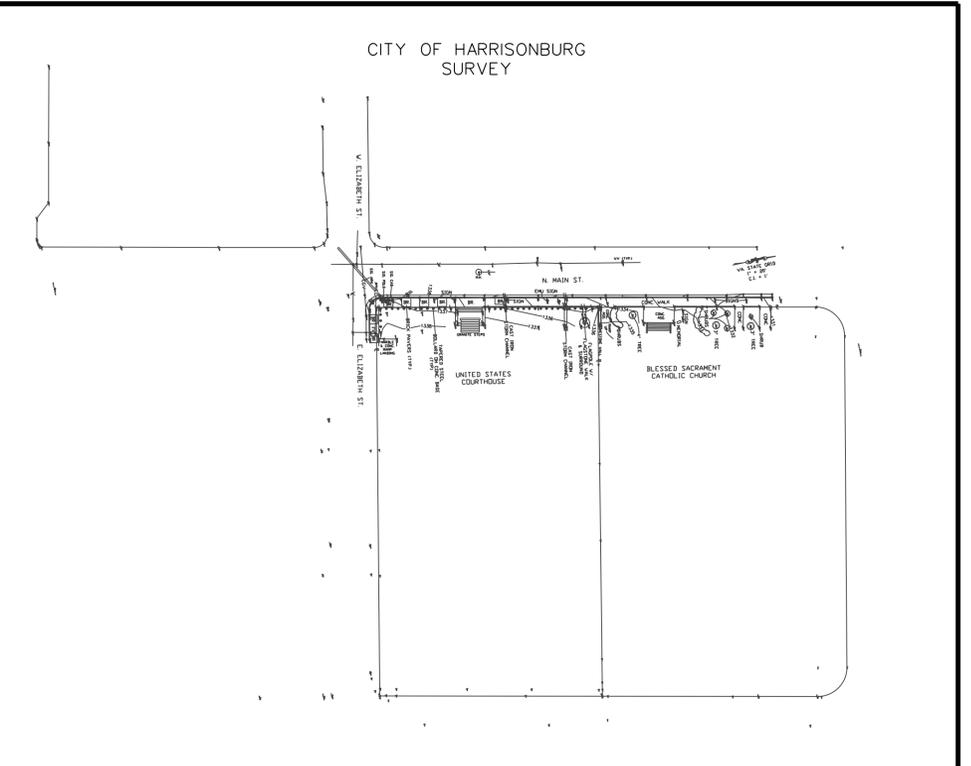
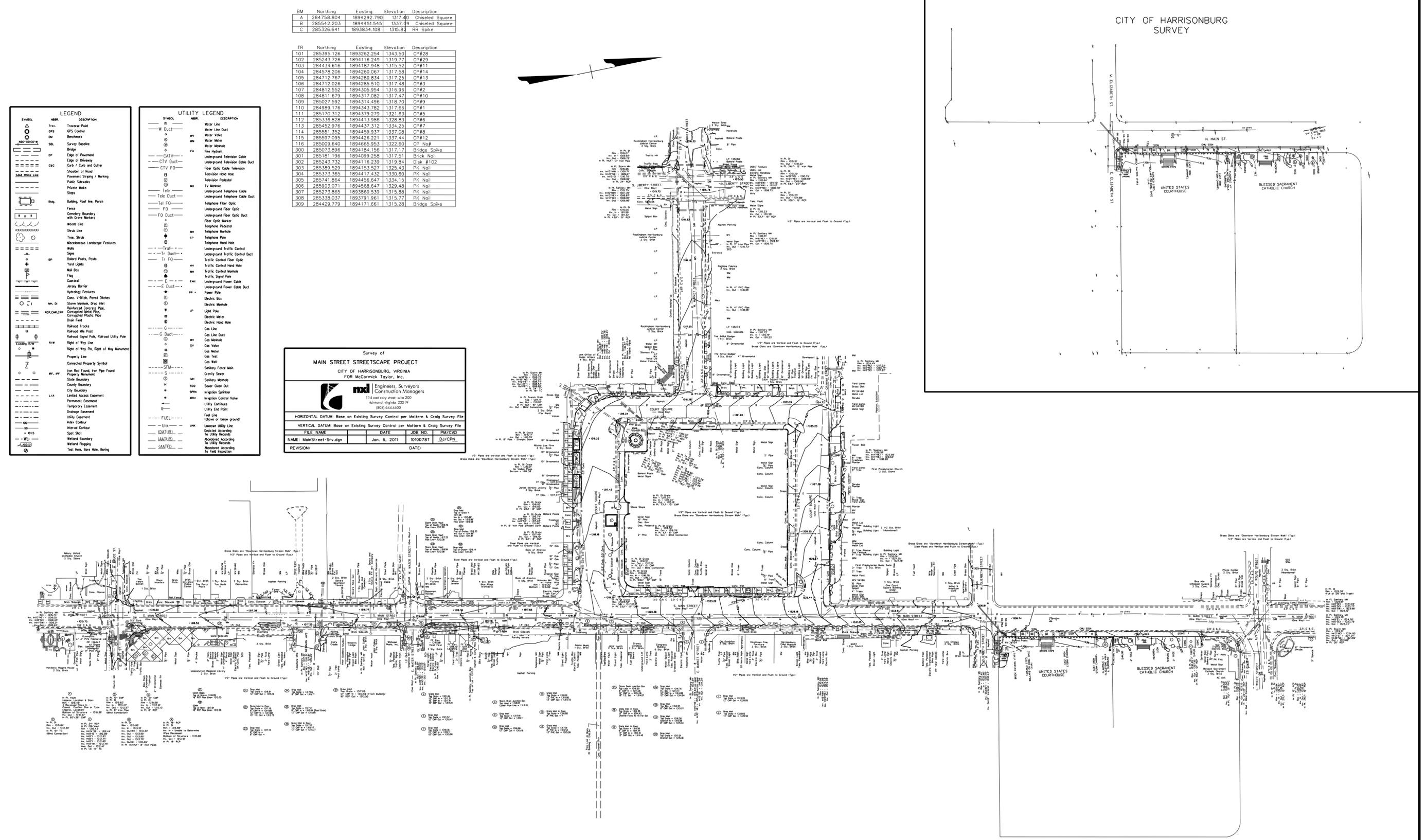


Engineers, Surveyors
Construction Managers
114 West Cary Street, Suite 200
Richmond, Virginia 23219
804.644.6020

HORIZONTAL DATUM: Base on Existing Survey Control per Matters & Craig Survey File
VERTICAL DATUM: Base on Existing Survey Control per Matters & Craig Survey File

FILE NAME	DATE	JOB NO	PM/CAD
NAME: MainStreet-Srv.dgn	Jun. 6, 2011	1010078T	DJ/CPN

REVISION: _____ DATE: _____





Engineers & Planners
Since 1946

REV	DATE	DESCRIPTION	BY	SCALE:	1"=60'
				DRAWN BY	DATE
				MDL	
				CHECKED BY	DATE
				RJD	
				DESIGN BY	DATE
				MDL	
				TAX MAP	

MAINSTREET STREETScape
(PHASE 2)
SURVEY ALIGNMENT
DEPT. OF PUBLIC WORKS
CITY OF HARRISONBURG
320 EAST MOSBY ROAD
HARRISONBURG, VIRGINIA

1A

HARRISONBURG CITY GENERAL NOTES

1. Work in this project shall conform to the latest editions of the Virginia Department of Transportation (VDOT) Road and Bridge Specifications, the VDOT Road and Bridge Standards, the Virginia Erosion and Sediment Control Handbook, the Virginia Erosion and Sediment Control Regulations, the Virginia Stormwater Management Handbook, the Virginia Stormwater Management Regulations and the City of Harrisonburg Design and Construction Standards Manual. In the event of conflict between any of these standards, specifications or plans, the most stringent shall govern. All utilities to be dedicated to the City of Harrisonburg Municipal Water and/or Sanitary Sewer System shall be constructed and tested to conform to Commonwealth of Virginia/State Board of Health Waterworks and/or Sewerage Regulations and the City of Harrisonburg Design and Construction Standards Manual.
2. Erosion and Sediment control measures shall be maintained continuously relocated when and as necessary and shall be checked after every rainfall. Seeded areas shall be checked regularly and shall be watered, fertilized, reseeded and mulched as necessary to obtain a dense stand of grass.
3. All drain inlets shall be protected from siltation. Ineffective protection devices shall be immediately replaced and the inlet cleaned. Flushing is not an acceptable method of cleaning.
4. When the crushed stone construction entrance has been covered with soil or has been pushed into the soil by construction traffic, it shall be replaced with a depth of stone equal to that of original application.
5. The location of existing utilities as shown is approximate only. The contractor is responsible for locating all public or private utilities that lie in or adjacent to the construction site. The contractor shall be responsible for repairing, at his expense, all existing utilities damaged during construction. Forty-eight (48) hours prior to any excavation call Miss Utility 1 (800) 552-7001.
6. All underground facilities located within the City's rights-of-way shall be installed prior to the placement of any part of the pavement structure.
7. Installation of concrete storm pipe shall comply with VDOT Standard Drawing PB-1.
8. All materials used for fill or back-fill shall be free of wood, roots, rocks, boulders or any other non-compactable soil type material. Unsatisfactory materials also include man-made fills and refuse debris derived from any source.
9. Satisfactory material for use as fill for public streets include material classified in ASTM D-2487 as GW, GP, GM, GC, SW, SP, SM, SC, 2-25 ML, and CL groups. The moisture content shall be controlled within plus or minus 2 percentage points of optimum to facilitate compaction. Generally, unsatisfactory materials include materials classified in ASTM D-2487 as PT, CH, MH, OL, OH, and any soil too wet to facilitate compaction. CH and MH soils may be used subject to approval of the City Engineer. Soils shall have a minimum dry density of 92lb/cubic foot per ASTM D-698 and shall have a plasticity index less than 12.
10. Compaction of fill material under building slabs shall be based upon recommendations of soils engineer after completion of standard Proctor test and shall meet bearing requirements of architect for buildings. The contractor shall be responsible for testing.
11. Materials used to construct embankments for any purpose, back-fill around drainage structures or in utility trenches or any other depression requiring fill or back-fill shall be compacted to 95% of maximum density as determined by the standard Proctor test as set out in ASTM standard D-698. The contractor shall, prior to any operations involving filling or backfilling, submit the result of the Proctor test to the city's on-site inspector together with a certification that the soil tested is representative of the materials to be used on the project. Tests shall be conducted by a certified materials testing laboratory and the certifications made by a licensed professional engineer representing the laboratory.
12. Certifications for materials including, but not limited to stone, concrete, pipes, precast units, handrails, stabilization mats, traffic signal items, must be provided to the City's on-site inspector and approved by the inspector prior to installation. See Inspector for Materials Certification Checklist.
13. Embankment fill and trench back-fill shall be placed in lifts at a maximum uncompacted depth of 8-inches and 6-inches, respectively. Density tests shall be conducted at the following minimum frequencies:
 - (a) Embankment for roads, streets, dams, etc.: One test per lift per 10,000 square feet of lift.
 - (b) Back-fill around structures and in trenches: One test per lift per 500 lineal feet of trench.
14. Compaction tests for street pavement structure shall be made in cut and fill areas at the following minimum frequencies:
 - (a) Sub-Grade: One test per lane per 500 lineal feet.
 - (b) Stone Base: One test per lane per 6' compacted lift per 500 lineal feet.
 - (c) Hot Asphaltic Concrete: One test per lane per lift per 500 lineal feet.
15. All excavations, including trenches, shall be kept dry to protect their integrity.
16. Test results shall be submitted to the City Engineer. Failure to conduct density tests and submit test results shall be cause for nonacceptance of the facility. Tests shall be conducted at the sole cost of the developer or his agent.
17. Standard UD-1 and UD-3 under-drains shall be installed where indicated on plans or further where determined necessary in the field by the City Inspectors.
18. City Inspectors have full authority to reject fill or backfill materials, require undercutting or sub grade stabilization, require provisions for sub drainage, or require other measures which affect the integrity of road and utility construction. Failure to comply with inspectors' directives shall be cause for non-acceptance of the facility.
19. Traffic control on public streets shall be in conformance with the Manual of Uniform Traffic Control Devices and as further directed by City Inspectors. City Inspectors must be notified 24-hours in advance of any planned work or activity in city right-of-way that requires flagging, lane closure or street closure. All signage and other control devices shall be in place before such activities can commence.
20. Any discrepancies found between the drawings and specifications and site conditions or any inconsistencies or ambiguities in drawings or specifications shall be immediately reported to the engineer, in writing, who shall promptly address such inconsistencies or ambiguities. Work done by the contractor after his discovery of such discrepancies, inconsistencies or ambiguities shall be done at the contractor's risk.
21. A preconstruction conference shall be held prior to the start of construction. The contractor shall arrange the meeting with the City P.W. Engineer.
22. If Traffic Signal plans have been revised or changed since approval, the contractor must provide to the Director of Public Works as-built drawings reflecting changes. Provision of as-built drawings is a condition of bond release.
23. Existing DI structures are to remain in place and shall not be disturbed.

GENERAL PROJECT NOTES

1. Existing DI structures are to remain in place and shall not be disturbed except as noted.
2. Contractor responsible to adjust all meter lids, valve covers, manhole tops, and junction box tops as needed.
3. Contractor shall not disturb underground storm vault from Elizabeth St. to S. Court Sq. vault shall be protected from damage at all times during demolition and construction.
4. Contractor shall be responsible to remove old meter pipe and foundations, abandoned service lines, and piping found under the old sidewalk as part of the demolition cost.
5. Existing stream medallions in sidewalk shall be removed and returned to the City Dept. of public works.

WATER AND SEWER SERVICE NOTES

1. Contractor shall verify the material type of all water and sewer service lines and report them to the City Inspector. All Orangeburg services shall be reported to the City Public Utility Department and replaced per City standards in the presence of a City Inspector. Terracotta service laterals shall not be disturbed.
2. Miss Utility locations of water and sewer mains and services are approximate only. Vertical and horizontal field verifications of existing mains and services shall be completed by contractor. Field verification excavations can be performed by the contractor or City Forces upon execution of an AGREEMENT TO PERFORM WORK AT COST and scheduling availability.
3. Contractor is responsible throughout the project to take the necessary precautions to prevent the freezing of water mains and services. Contractor shall be responsible for all damage and claims for damage that results from freezing due to his work.
4. Contractor shall adjust all existing valve boxes, meter boxes, manholes, etc. to finish grade.
5. All valve boxes shall be kept free from all stone, soil or other debris from the bottom of the valve nut to finish grade. The valve nut must be visible and centered in the box at final inspection. Contractor shall be responsible for excavating, cleaning and resetting valve boxes which do not meet this criteria, at no additional cost to the owner. Valve wrench test, set on nut and be able to turn 360 degrees without valve box conflict.

EROSION CONTROL NOTES

1. Erosion and sediment control measures shall be installed and maintained in accordance with the Virginia erosion and sediment control handbook. They shall be maintained continuously, relocated when and as necessary, and shall be checked after every rainfall. Seeded areas shall be checked regularly and shall be watered, fertilized, reseeded and mulched as necessary to obtain a dense stand of grass.
2. Permanent or temporary soil stabilization shall be applied to denuded areas within seven days after final grade is reached on any portion of the site. Temporary soil stabilization shall be applied within seven days to denude areas that may not be at final grade but will remain dormant (undisturbed) for longer than 30 days.
3. During construction of the project, soil stockpiles and borrow areas shall be stabilized or protected with sediment trapping measures. The contractor is responsible for the temporary protection and permanent stabilization of all soil stockpiles on site as well as borrow areas and soil intentionally transported from the project site.
4. A permanent vegetative cover shall be established on denuded areas not otherwise permanently stabilized. Permanent vegetation shall not be considered until a ground cover is achieved that, in the opinion of the City Erosion Control Administrator or his designated agent, is uniform, mature enough to survive and will inhibit erosion.
5. Sediment basins and traps, perimeter dikes, sediment barriers and other measures intended to trap sediment shall be constructed as a first step in any land disturbing activity and shall be made functional before upslope land disturbance takes place.
6. Underground utility lines shall be installed in accordance with the following standards in addition to other applicable criteria:
 - A. No more than 500 lineal feet of trench may be opened at one time.
 - B. Excavated material shall be placed on the uphill side of trenches.
 - C. Effluent from dewatering operations shall be filtered or passed through an approved sediment trapping device, or both, and discharged in a manner that does not adversely affect flowing streams or off-site property.
 - D. Restabilization shall be accomplished in accordance with the contract documents.
 - E. Applicable safety regulations shall be complied with.
7. Where construction vehicle access routes intersect paved public roads, provisions shall be made to minimize the transport of sediment by vehicular tracking onto the paved surface. Where sediment is transported onto a public road surface, the road shall be cleaned thoroughly at the end of each day. Sediment shall be removed from the roads by shoveling or sweeping and transported to a sediment control disposal area. Street washing shall be allowed only after sediment is removed in this manner.
8. All unstabilized areas are to drain to approved sediment control measures at all times during land disturbing activities and during site development until final stabilization is achieved.
9. The contractor is responsible for installation of any additional erosion control measures necessary to prevent erosion and sedimentation as determined by the City Erosion Control Administrator.
10. Stabilization measures shall be applied to earthen structures such as dams, dikes, and diversions immediately after installation.
11. All temporary erosion and sediment control measures shall be removed within 30 days after final site stabilization or after the temporary measures are no longer needed, unless otherwise authorized by the City Erosion Control Administrator. Trapped sediment and the disturbed soil areas resulting from the disposition of temporary measures shall be permanently stabilized to prevent further erosion and sedimentation.
12. During dewatering operations, water shall be pumped into an approved filtering device.

DRAINAGE NOTES

1. The horizontal location and invert elevations shown for proposed culverts and storm sewer outfall pipes are based on existing survey data and required design criteria. If, during construction, it is found that the horizontal location or invert elevations shown on the plans differ significantly from the horizontal location or elevations of the storm sewer outfall pipe is to be placed, the Contractor shall notify, and get approval from, the Engineer before installing the storm sewer outfall pipe.
2. The "H" dimensions shown on the plans for drop inlets and junction boxes and the "L.F. (m)" dimensions shown for manholes are for estimating purposes and are based on the proposed invert elevations shown for the structure and the anticipated top (rim) elevation based on existing or proposed finished grade. The actual "H" or "L.F. (m)" dimensions are to be determined by the contractor from field conditions.
3. All drainage pipe on this project shall be concrete. For strength, sheet thickness, or class designation, available sizes, height of cover limitations and other restrictions for a particular pipe type or height of cover, see the applicable sections of the VDOT Road and Bridge Standards PC-1.
4. Proposed drop inlets with a height (H) less than the standard minimum shown in the VDOT Road and Bridge Standards shall be considered and paid for as Standard Drop Inlets for the type specified.
5. When Standard CG-6 or CG-7 is specified on a radius (such as at a street intersection), the Engineer may approve a decrease in the cross slope of the gutter to facilitate proper drainage.

DEMOLITION / RELOCATION NOTES

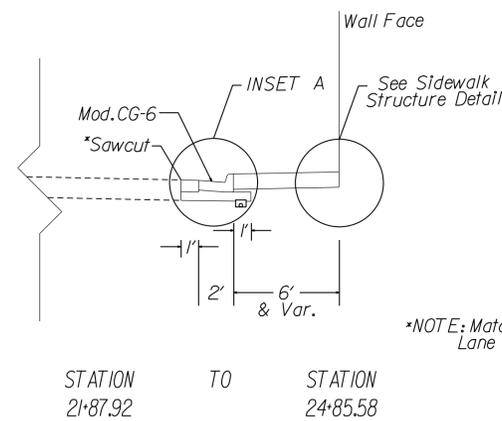
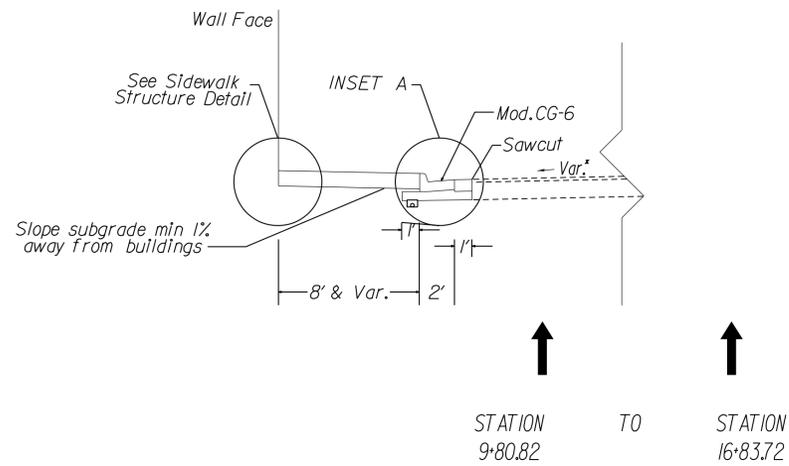
1. Unless a separate pay item is listed, cost for removal of an item is included in the contract unit price for the corresponding new item.
2. Temporary and permanent relocation of all signs and mailboxes in project area shall be performed in accordance with section 104.05 of the VDOT standard specifications. Contractor shall consider that all re-installed signs must meet MUTCD height standards regardless of height of existing sign.
3. Remove all curb and gutter, entrance gutter and concrete entrances within project area as necessary to construct new entrances, sidewalk, and curb and gutter per plans.
4. Refer to water and sewer requirements for information on relocating and adjusting water and sewer facilities.
5. Contractor responsible for storing existing signs removed during construction for reinstallation.

	REV	DATE	DESCRIPTION	BY	SCALE:	NTS	MAINSTREET STREETScape (PHASE 2) CITY GENERAL NOTES & DETAILS DEPT. OF PUBLIC WORKS CITY OF HARRISONBURG 320 EAST MOSBY ROAD HARRISONBURG, VIRGINIA	SHEET
					DRAWN BY	DATE		
					CHECKED BY	DATE		
					DESIGN BY	DATE		
					TAX MAP			
							2	

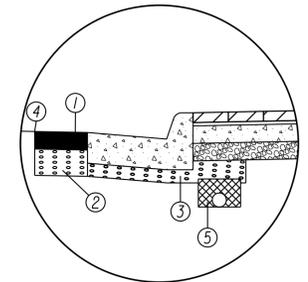
S. Main Street

N. Main Street

INSET A



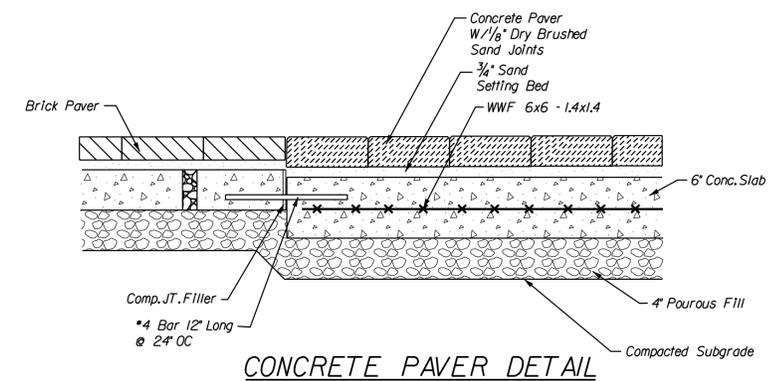
- ① 5" Asphalt Concrete Base Course Type BM-25.0
- ② 6" Aggregate Base Material Type I No. 21-A
- ③ Variable Depth Aggregate Base Material Type I No. 21-A (Beneath Curb & Gutter)
- ④ Sawcut
- ⑤ MOD UD-4 Req'd



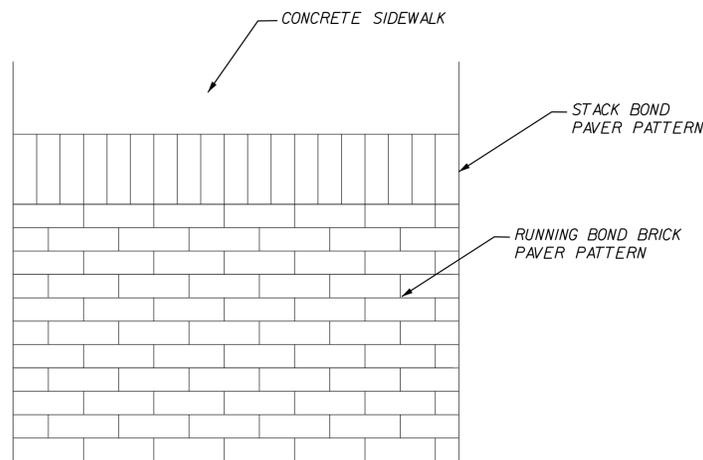
STATION 9+80.82 TO STATION 16+83.72

STATION 21+87.92 TO STATION 24+85.58

*NOTE: Match Existing Lane Width



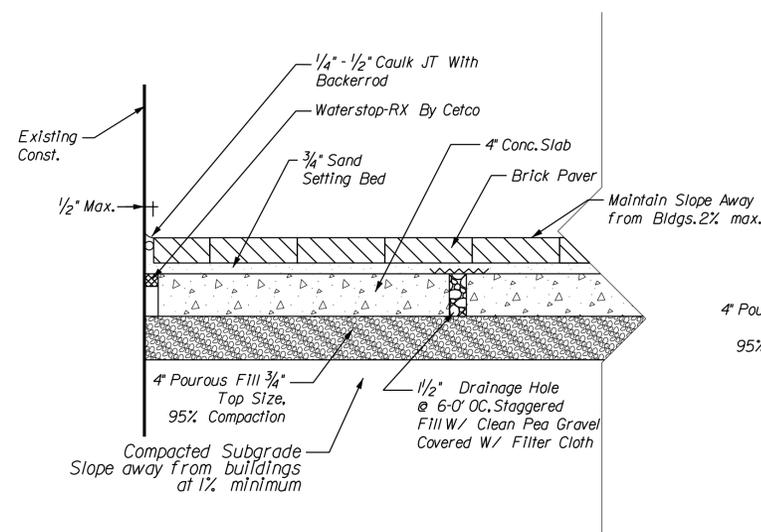
Concrete Pavers - Architectural Prest Standard Concrete Brick Pavers, Quarry RedColor MFR, By Hanover Architectural Products of Hanover, PA. Size 3"x4"x8".



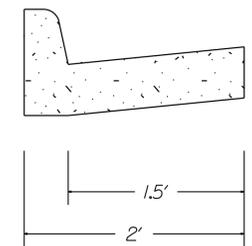
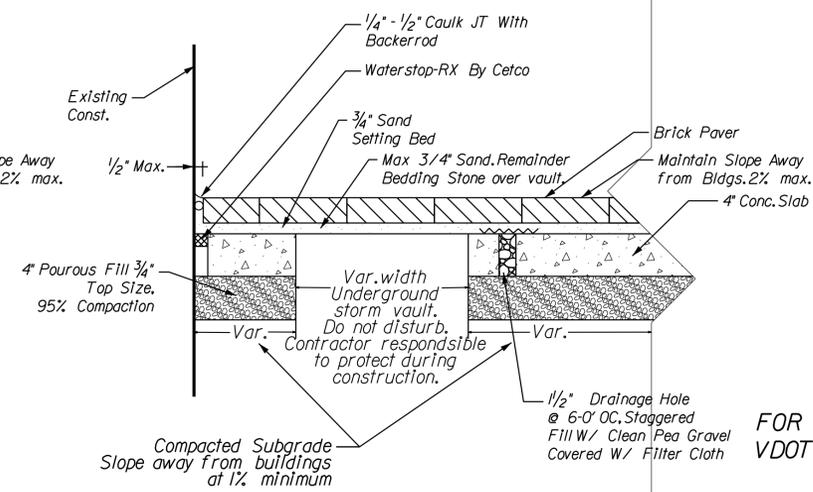
STREETSCAPE NOTES

- ① Sidewalk Brick Pavers - Pine Hall Standard 2 1/4"x4"x8" square edge paving brick. Mix Pine Hall Pathway Full range Bricks with Pine Hall Rosewood Full range bricks in a ratio of 3 Pathway to 1 Rosewood. Avoid setting more than 2 Rosewood style bricks together.
- ② Contractor responsible to restore existing brick pavers to previous condition were they are disturbed or removed for signal, ped, pole, and junction box installation.

Std. Sidewalk Structure Detail



Sidewalk Structure Detail Water St to S. Court Square



MODIFIED CG-6 (MAIN ST. ONLY)

FOR DETAILS NOT SHOWN SEE ST'D CG-6 VDOT ROAD AND BRIDGE STANDARDS.

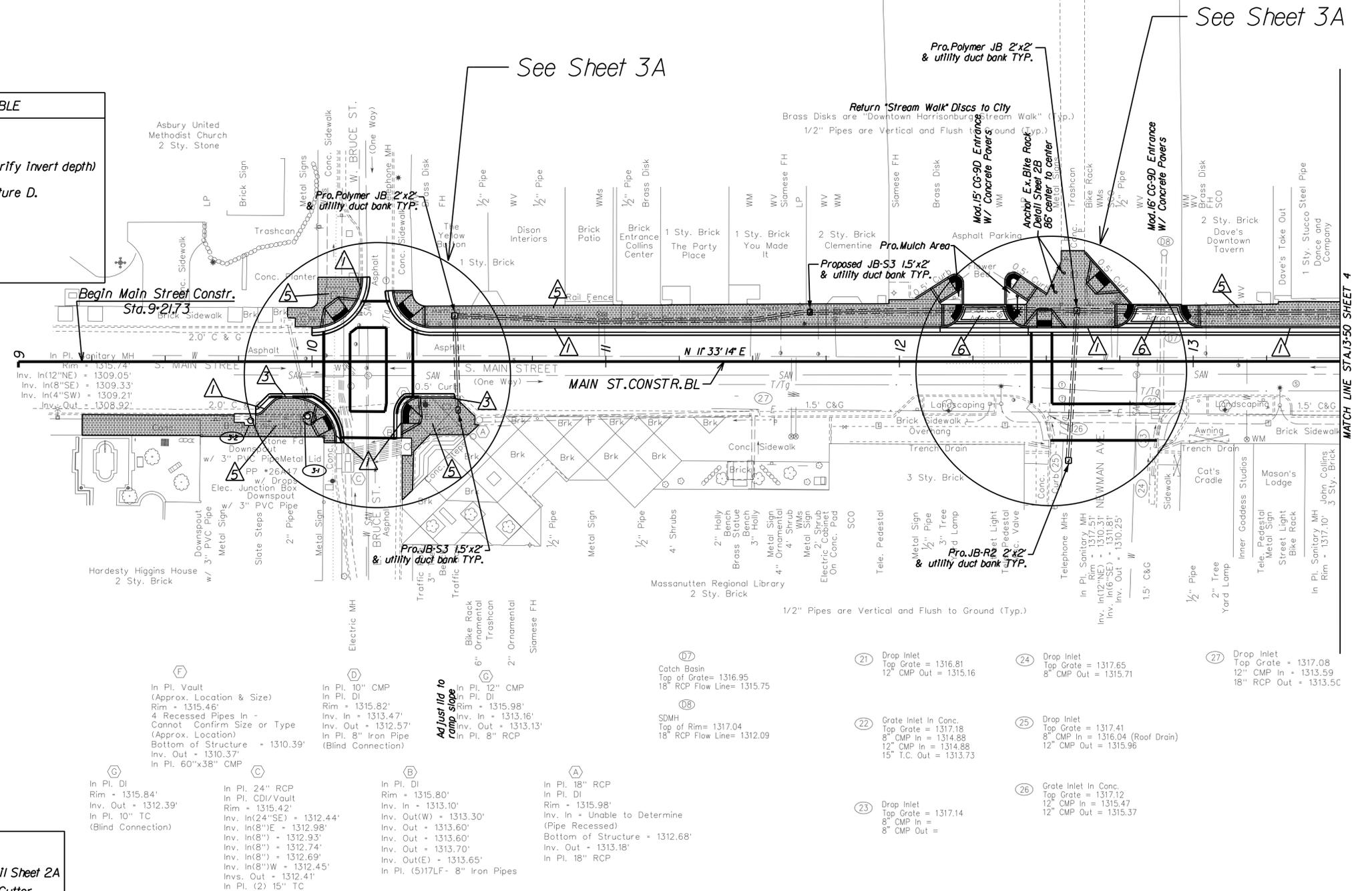
McCormick Taylor <small>Engineers & Planners Since 1946</small>	REV	DATE	DESCRIPTION	BY	SCALE:	NTS	MAINSTREET STREETSCAPE (PHASE 2) TYPICAL SECTIONS DEPT. OF PUBLIC WORKS CITY OF HARRISONBURG 320 EAST MOSBY ROAD HARRISONBURG, VIRGINIA	SHEET 2 A
					DRAWN BY	DATE		
					ALD	DATE		
					CHECKED BY	DATE		
					RJD	DATE		
				DESIGN BY	DATE			
				JRD	DATE			
					TAX MAP			



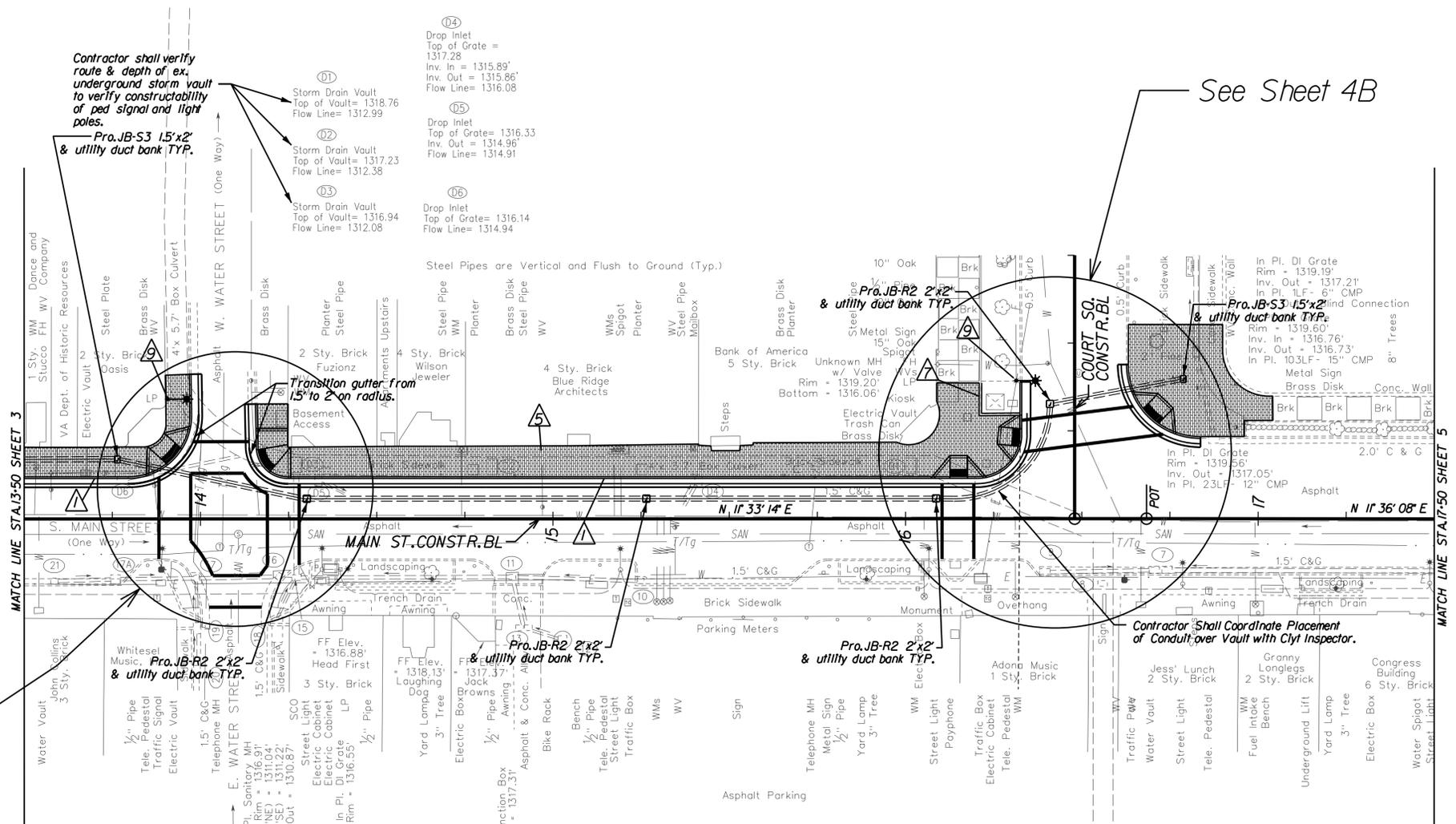
DRAINAGE DESCRIPTION TABLE	
32	DI-3B, mod. doghouse TOP: 1315.91 L=6' H=2.25 (Contractor to verify invert depth)
31	MH-1, mod. Replacement for ex structure D. In Pl. 10" CMP In Pl. DI Rim = 1315.82' Inv. In = 1313.47' Inv. Out = 1312.57' In Pl. 8" Iron Pipe (Blind Connection)

LEGEND	
	2' Curb & Gutter, See Detail Sheet 2A
	VDOT Std CG-6 Curb & Gutter
	VDOT Std CG-2 Curb
	Curb Ramp, See Detail Sheet 2A
	Sidewalk
	Concrete Paver
	Brick Paver Border
	Stamped Asphalt
	Light Pole Base

Denotes Proposed Brick Pavers



 McCormick Engineers & Planners Since 1946 Taylor	REV	DATE	DESCRIPTION	BY	SCALE: 1" = 20'	MAIN STREET STREETSCAPE (PHASE 2) STREETScape PLAN STA. 10+00-13+50 DEPT. OF PUBLIC WORKS CITY OF HARRISONBURG 320 EAST MOSBY ROAD HARRISONBURG, VIRGINIA	SHEET 3	
					DRAWN BY			DATE
					CHECKED BY			DATE
					DESIGN BY			DATE
					JRD			
					TAX MAP			



See Sheet 4B

See Sheet 4A

- ④ Grate Inlet
Top Grate = 1321.46
12" CMP In = 1317.21
15" CMP In = 1317.41
15" CMP Out = 1317.21
- ⑤ Drop Inlet
Top Grate = 1321.57
15" CMP Out = 1319.47
- ⑦ Drop Inlet
Top Grate = 1318.36
15" CMP In = 1316.11
15" CMP Out = 1315.96
- ⑧ Storm Drain Junction Box
Top Lead = 1318.65
Culvert Flow Line = 1313.35
- ⑨ Drop Inlet
Top Grate = 1317.91
12" CMP Out = 1316.11
- ⑩ Drop Inlet
Top Grate = 1316.96
12" CMP Out = 1315.16
- ⑪ Grate Inlet
Top Grate = 1316.81
12" PVC In = 1314.86
12" CMP Out = 1314.72
- ⑫ Grate Inlet In Conc.
Top Grate = 1316.80
8" PVC Out = ?
- ⑬ Grate Inlet
Top Grate = 1317.01
8" PVC In = 1315.53
12" PVC Out = 1315.39
- ⑮ Storm Drain Junction Box
Top Lead = 1316.90
8" CMP In = 1314.36
12" CMP In = 1314.36
18" T.C. Out = 1314.07
- ⑰ Grate Inlet In Conc.
Top Grate = 1316.56
8" CMP In = 1314.44
12" CMP In = 1314.51
12" CMP Out = 1314.40
- ⑰A Drop Inlet
Top Grate = 1316.70
Inv. Box = 1314.41
12" CMP In = 1314.88
12" CMP Out = 1314.84
- ⑱ Drop Inlet
Top Grate = 1316.59
Channel In = 1315.09
8" CMP Out = 1315.04
- ⑳ Drop Inlet
Top Grate = 1317.01
Channel Out = 1315.36

LEGEND

- ▲ 2' Curb & Gutter, See Detail Sheet 2A
- ▲ VDOT Std CG-6 Curb & Gutter
- ▲ VDOT Std CG-2 Curb
- ▲ Curb Ramp, See Detail Sheet 2A
- ▲ Sidewalk
- ▲ Brick Paver Border
- ▲ Stamped Asphalt
- ▲ Light Pole Base

Denotes Proposed Brick Pavers

REFERENCES
(PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)

Typical Sections	2A
Notes & Details	2B
Intersection Detail Plan	4A, 4B
Traffic Signal Plan	7(3), 7(4), 7(5)

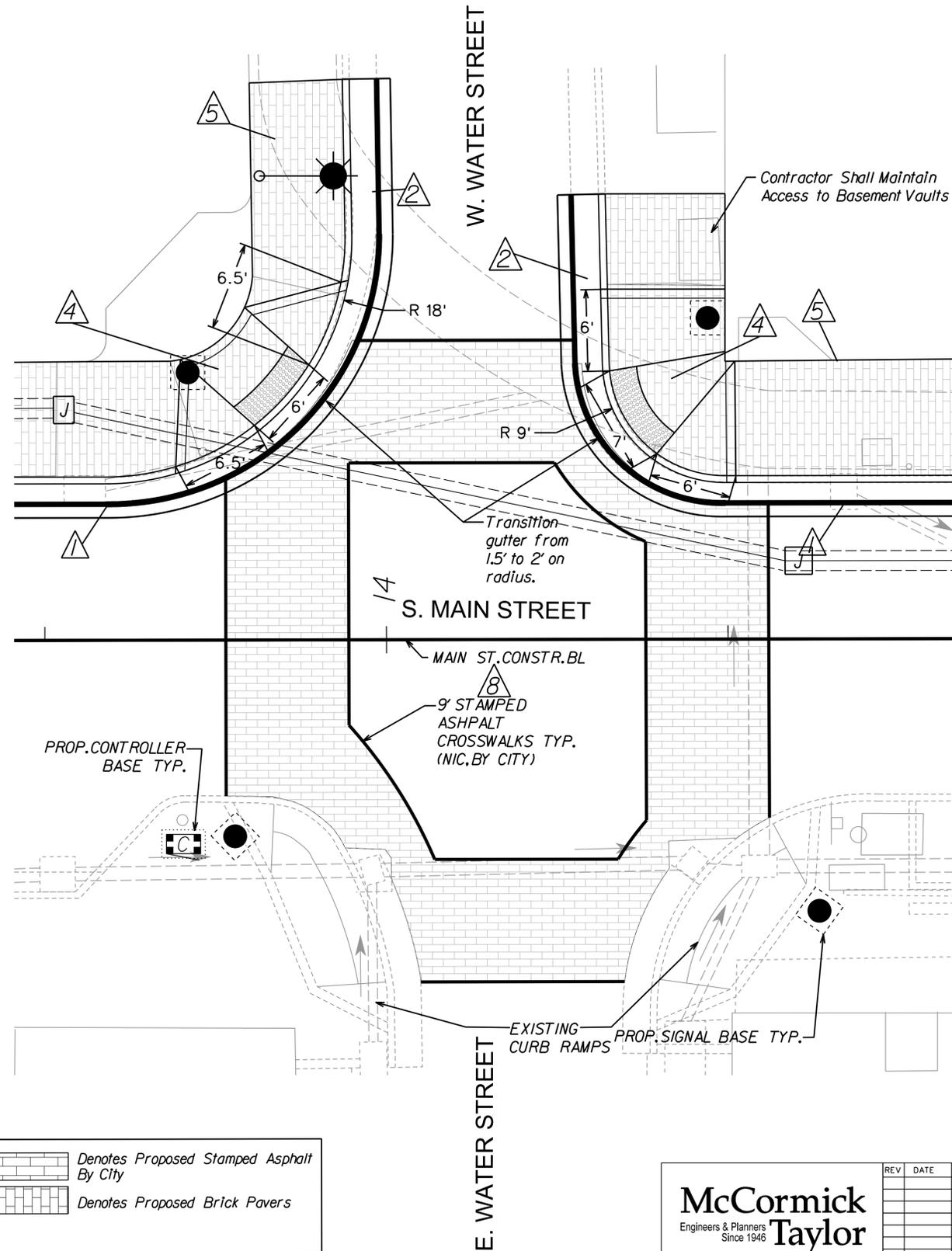
McCormick & Taylor
Engineers & Planners Since 1946

REV	DATE	DESCRIPTION	BY	SCALE: 1" = 20'	MAIN STREET STREETSCAPE (PHASE 2)	SHEET

STREETSCAPE PLAN
STA. 13+50-17+50
DEPT. OF PUBLIC WORKS
CITY OF HARRISONBURG
320 EAST MOSBY ROAD
HARRISONBURG, VIRGINIA

4

Intersection Detail Plan



LEGEND

- ▲ 2' Curb & Gutter, See Detail Sheet 2A
- ▲ VDOT S'd CG-6 Curb & Gutter
- ▲ VDOT S'd CG-2 Curb
- ▲ Curb Ramp, See Detail Sheet 2A
- ▲ Sidewalk
- ▲ Brick Paver Border
- ▲ Stamped Asphalt
- ▲ Light Pole Base

REFERENCES
(PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)

Streetscape Plan	4
Traffic Signal Plan	7(3)

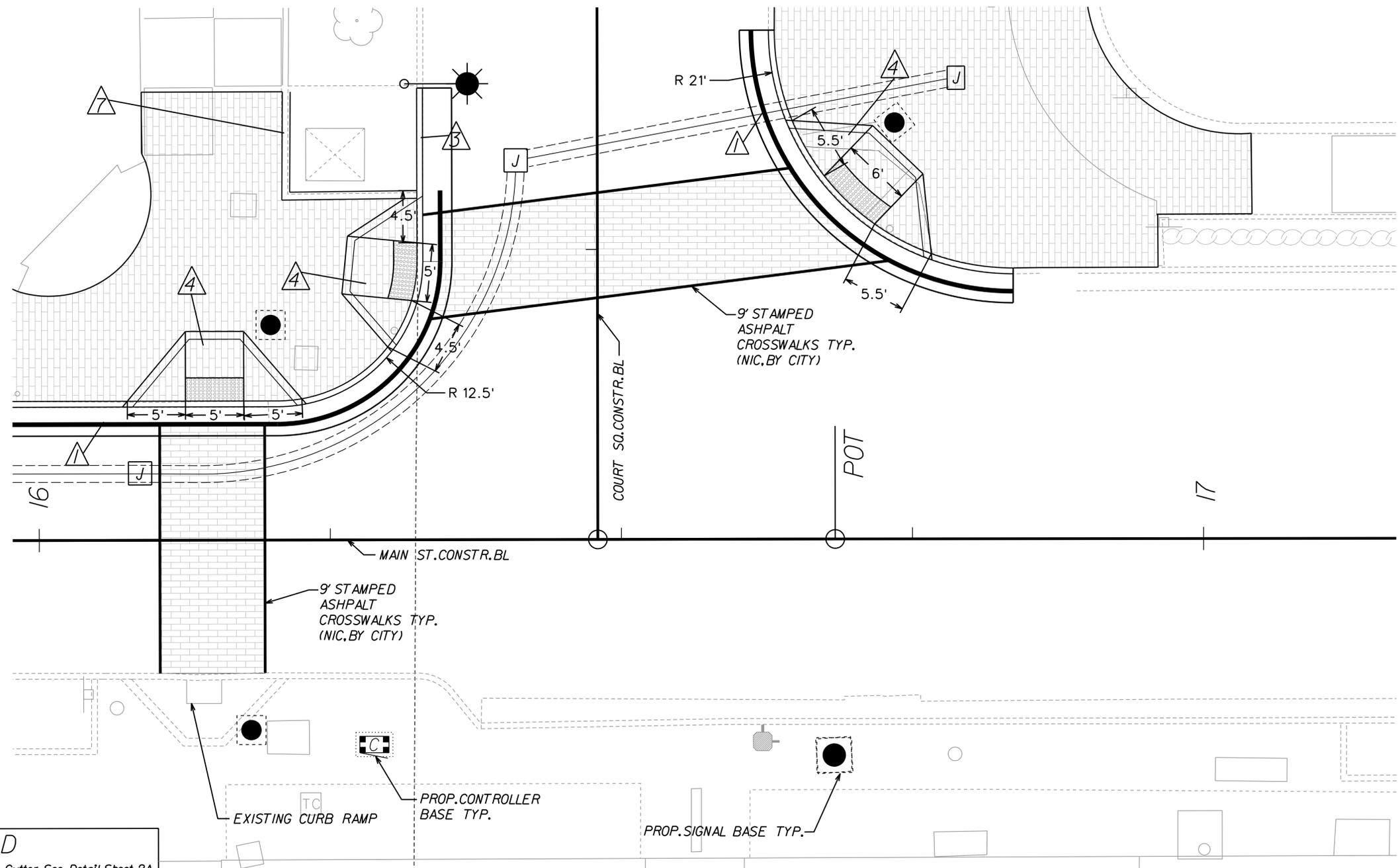
	Denotes Proposed Stamped Asphalt By City
	Denotes Proposed Brick Pavers

McCormick Taylor
Engineers & Planners Since 1946

REV	DATE	DESCRIPTION	BY	SCALE:	1" = 5'
				DRAWN BY	DATE
				CHECKED BY	DATE
				DESIGN BY	DATE
				JRD	
				TAX MAP	

MAIN STREET STREETSCAPE (PHASE 2)	SHEET
INTERSECTION DETAIL PLAN S. MAIN ST. & WATER ST.	4 A
DEPT. OF PUBLIC WORKS CITY OF HARRISONBURG	
320 EAST MOSBY ROAD HARRISONBURG, VIRGINIA	

Intersection Detail Plan



LEGEND

- ▲ 2' Curb & Gutter, See Detail Sheet 2A
- ▲ VDOT S'd CG-6 Curb & Gutter
- ▲ VDOT S'd CG-2 Curb
- ▲ Curb Ramp, See Detail Sheet 2A
- ▲ Sidewalk
- ▲ Brick Paver Border
- ▲ Stamped Asphalt
- ▲ Light Pole Base

REFERENCES
(PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)

Streetscape Plan	4
Traffic Signal Plan	7(4)

	Denotes Proposed Stamped Asphalt By City
	Denotes Proposed Brick Pavers

McCormick Taylor
Engineers & Planners Since 1946

REV	DATE	DESCRIPTION	BY	SCALE:	1" = 5'
				DRAWN BY	DATE
				CHECKED BY	DATE
				DESIGN BY	DATE
				TAX MAP	

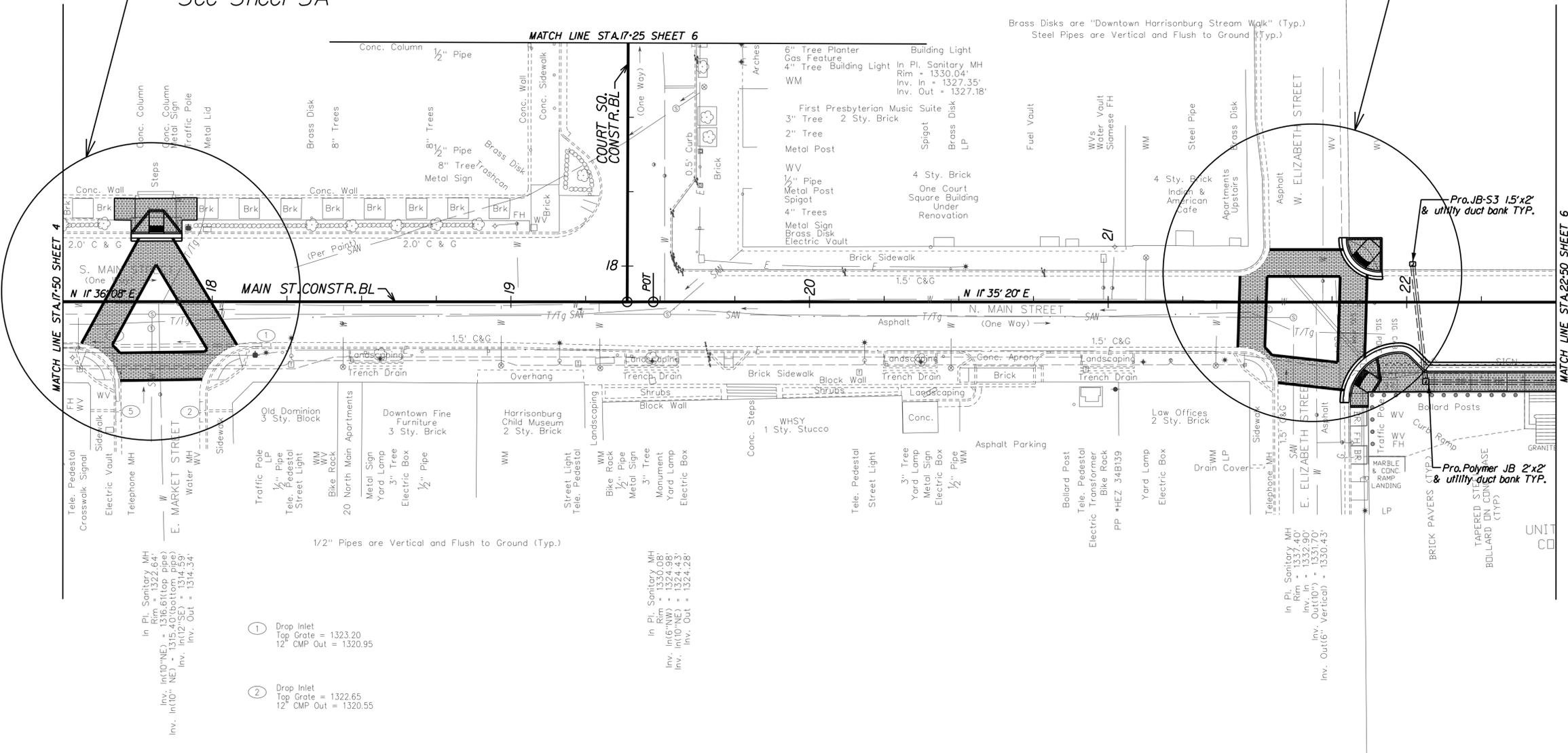
MAIN STREET STREETScape (PHASE 2)
INTERSECTION DETAIL PLAN
MAIN ST. & COURT SQUARE
DEPT. OF PUBLIC WORKS
CITY OF HARRISONBURG
320 EAST MOSBY ROAD
HARRISONBURG, VIRGINIA

SHEET
4B



See Sheet 5A

See Sheet 5B



In Pl. Sanitary MH
Rim = 1322.64'
In. In(0°NE) = 1316.61(top pipe)
In. In(0°NE) = 1315.50(top pipe)
In. In(12°SE) = 1314.59'
Inv. Out = 1314.34'

- ① Drop Inlet
Top Grate = 1323.20
12" CMP Out = 1320.95
- ② Drop Inlet
Top Grate = 1322.65
12" CMP Out = 1320.55

In Pl. Sanitary MH
Rim = 1330.08'
In. In(6°NW) = 1324.98'
In. In(0°NE) = 1324.43'
Inv. Out = 1324.28'

In Pl. Sanitary MH
Rim = 1337.40'
In. In(1°E) = 1332.90'
In. In(1°E) = 1332.50'
Inv. Out(6" Vertical) = 1330.43'

1/2" Pipes are Vertical and Flush to Ground (Typ.)

LEGEND

	2' Curb & Gutter, See Detail Sheet 2A
	VDOT Std CG-6 Curb & Gutter
	VDOT Std CG-2 Curb
	Curb Ramp, See Detail Sheet 2A
	Sidewalk
	Brick Paver Border
	Stamped Asphalt
	Light Pole Base

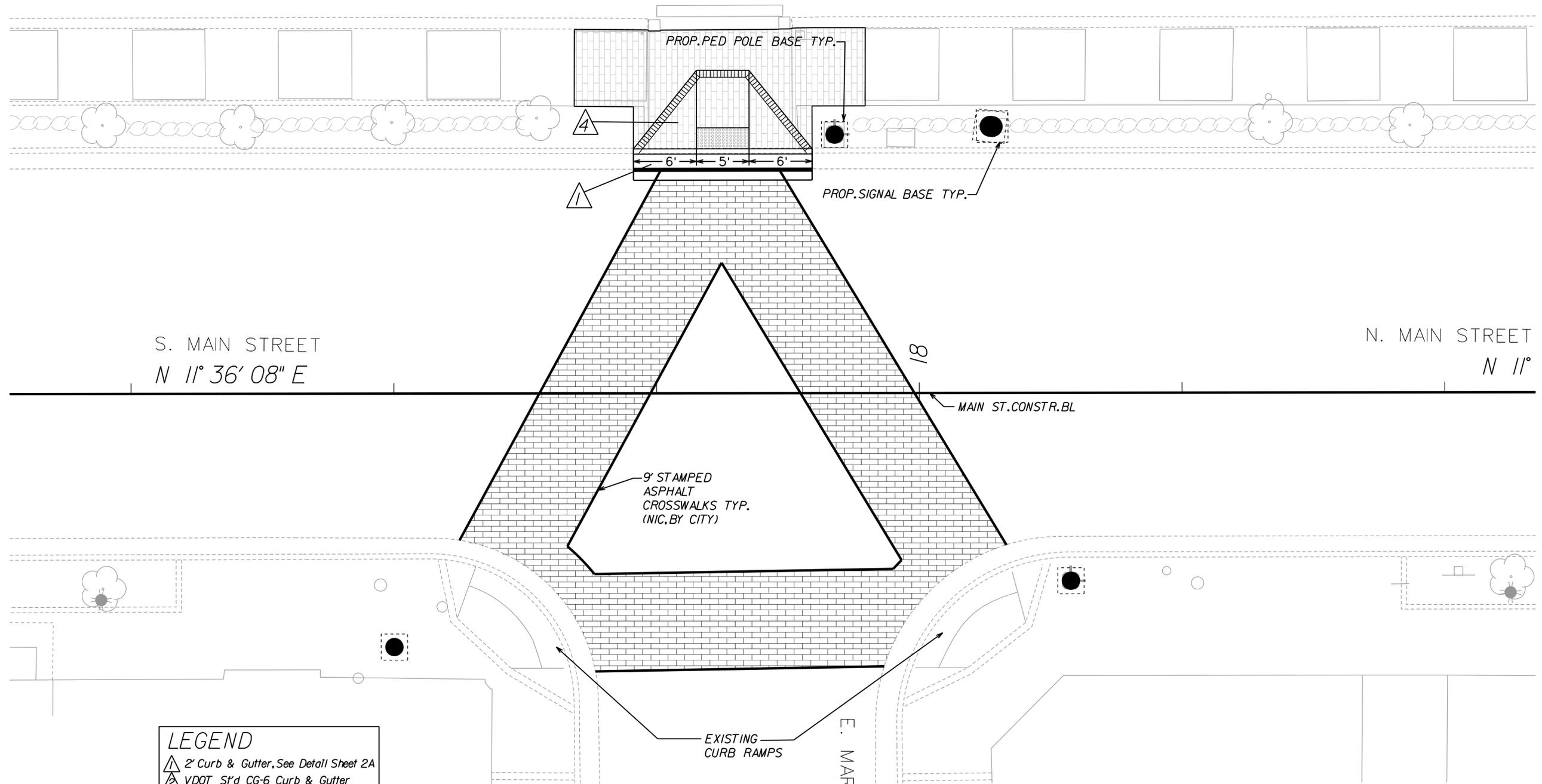
Denotes Proposed Brick Pavers

REFERENCES
(PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)

Typical Sections	2A
Notes & Details	2B
Intersection Detail Plan	5A, 5B
Traffic Signal Plan	7(4), 7(5), 7(6)

<p>Engineers & Planners Since 1946</p>	REV	DATE	DESCRIPTION	BY	SCALE: 1" = 20'	MAIN STREET STREETSCAPE (PHASE 2) STREETScape PLAN STA. 17+50-22+50 DEPT. OF PUBLIC WORKS CITY OF HARRISONBURG 320 EAST MOSBY ROAD HARRISONBURG, VIRGINIA	SHEET <div style="font-size: 48pt; text-align: center;">5</div>	
					DRAWN BY			DATE
					CHECKED BY			DATE
					DESIGN BY			DATE
				JRD		TAX MAP		

Intersection Detail Plan



LEGEND

- ▲ 2' Curb & Gutter, See Detail Sheet 2A
- ▲ VDOT S'd CG-6 Curb & Gutter
- ▲ VDOT S'd CG-2 Curb
- ▲ Curb Ramp, See Detail Sheet 2A
- ▲ Sidewalk
- ▲ Brick Paver Border
- ▲ Stamped Asphalt
- ▲ Light Pole Base

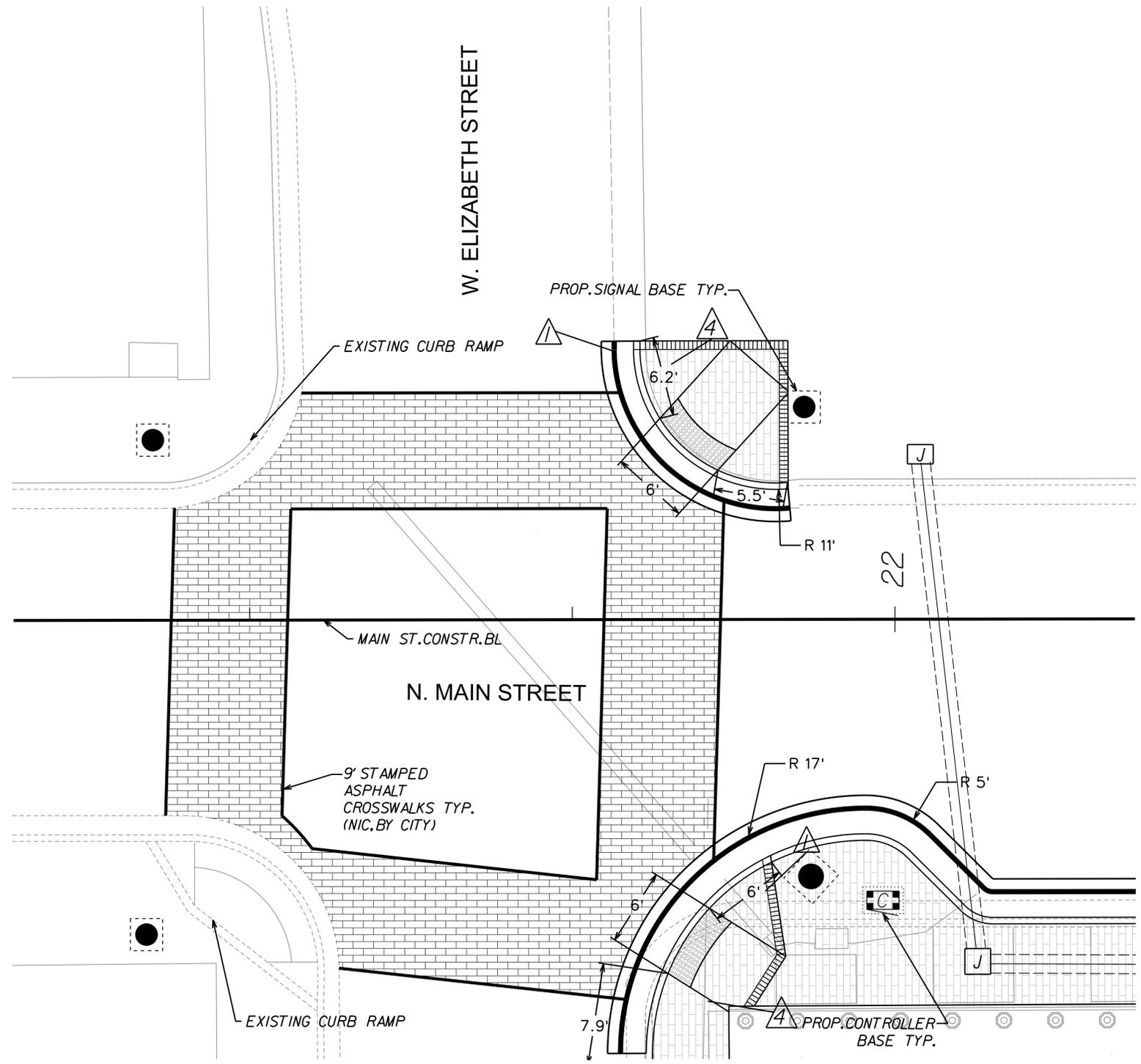
- Denotes Proposed Stamped Asphalt By City
- Denotes Proposed Brick Pavers

REFERENCES (PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)

Streetscape Plan 5
Traffic Signal Plan 7(4), 7(5)

REV	DATE	DESCRIPTION	BY	SCALE:	1" = 5'	MAIN STREET STREETSCAPE (PHASE 2)		SHEET 5A
				DRAWN BY	DATE	INTERSECTION DETAIL PLAN MAIN ST. & COURT SQUARE		
				CHECKED BY	DATE	DEPT. OF PUBLIC WORKS CITY OF HARRISONBURG		
				DESIGN BY	DATE	320 EAST MOSBY ROAD HARRISONBURG, VIRGINIA		
				JRD				
				TAX MAP				

Intersection Detail Plan



LEGEND

- ▲ 2' Curb & Gutter, See Detail Sheet 2A
- ▲ VDOT S'd CG-6 Curb & Gutter
- ▲ VDOT S'd CG-2 Curb
- ▲ Curb Ramp, See Detail Sheet 2A
- ▲ Sidewalk
- ▲ Brick Paver Border
- ▲ Stamped Asphalt
- ▲ Light Pole Base

REFERENCES
(PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)

Streetscape Plan	5
Traffic Signal Plan	7(6)

	Denotes Proposed Stamped Asphalt By City
	Denotes Proposed Brick Pavers

McCormick Taylor
Engineers & Planners Since 1946

REV	DATE	DESCRIPTION	BY	SCALE:	1" = 5'
				DRAWN BY	DATE
				CHECKED BY	DATE
				DESIGN BY	DATE
				JRD	
				TAX MAP	

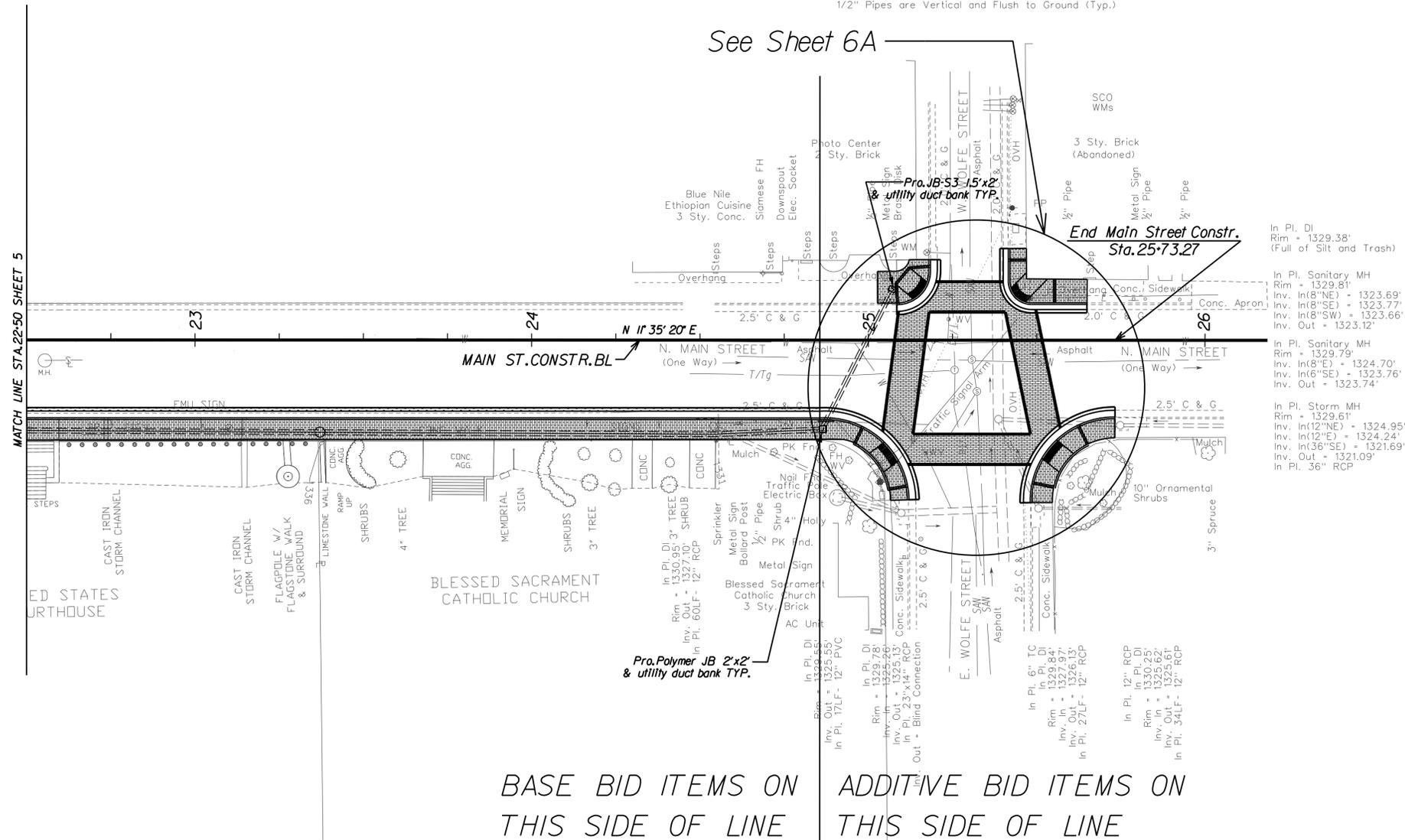
MAIN STREET STREETScape (PHASE 2)
INTERSECTION DETAIL PLAN
N. MAIN ST. & ELIZABETH ST.
DEPT. OF PUBLIC WORKS
CITY OF HARRISONBURG
320 EAST MOSBY ROAD
HARRISONBURG, VIRGINIA

SHEET
5B



Brass Disks are "Downtown Harrisonburg Stream Walk" (Typ.)
 1/2" Pipes are Vertical and Flush to Ground (Typ.)

See Sheet 6A



BASE BID ITEMS ON THIS SIDE OF LINE ADDITIVE BID ITEMS ON THIS SIDE OF LINE

LEGEND	
	2' Curb & Gutter, See Detail Sheet 2A
	VDOT St'd CG-6 Curb & Gutter
	VDOT St'd CG-2 Curb
	Curb Ramp, See Detail Sheet 2A
	Sidewalk
	Brick Paver Border
	Stamped Asphalt
	Light Pole Base

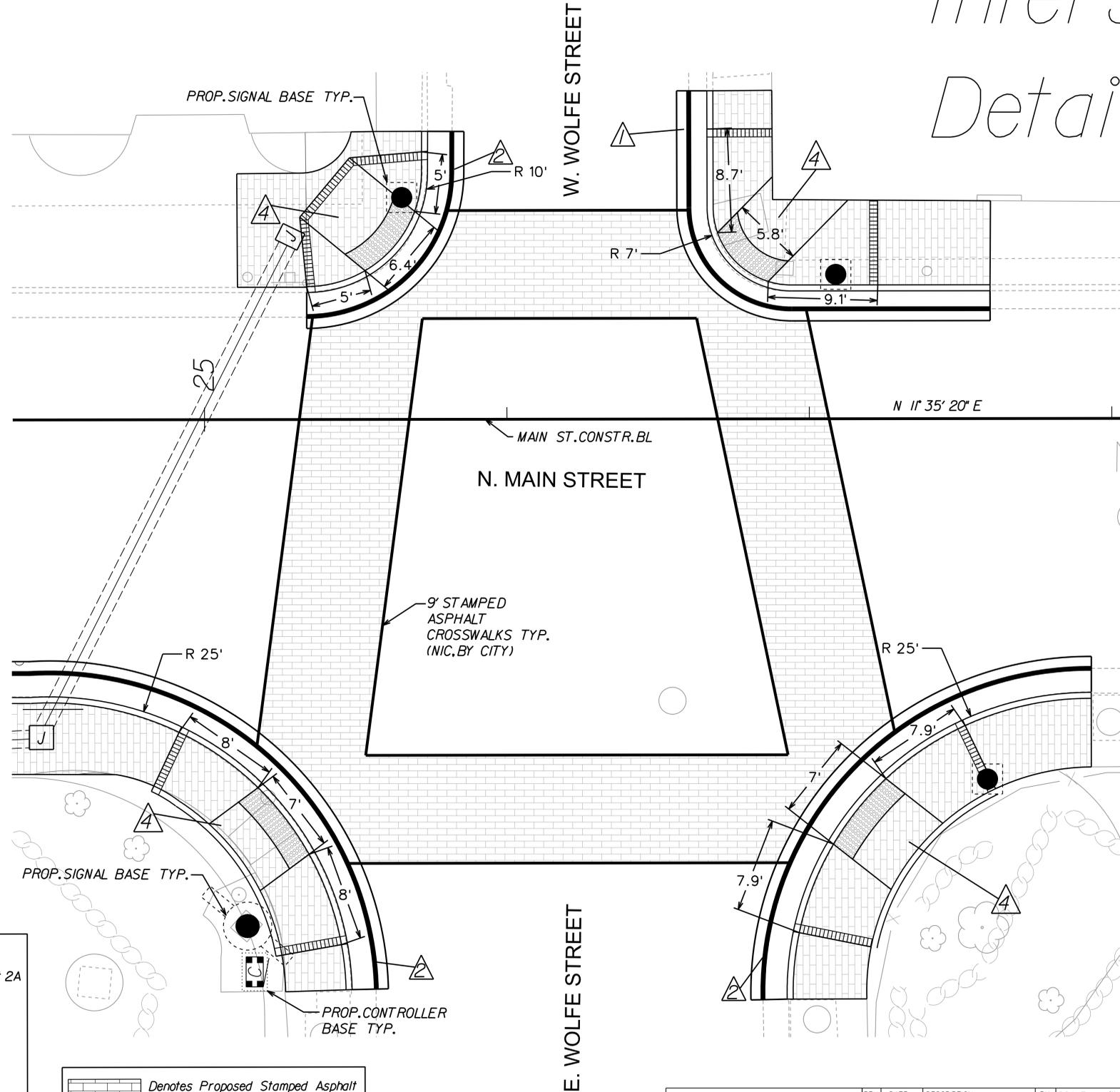
Denotes Proposed Brick Pavers

REFERENCES (PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)	
Typical Sections	2A
Notes & Details	2B
Intersection Detail Plan	6A
Traffic Signal Plan	7(7)

<p>McCormick Engineers & Planners Since 1946 Taylor</p>	REV	DATE	DESCRIPTION	BY	SCALE: 1" = 20'	MAIN STREET STREETSCAPE (PHASE 2) STREETScape PLAN STA. 22+50-26+25 DEPT. OF PUBLIC WORKS CITY OF HARRISONBURG 320 EAST MOSBY ROAD HARRISONBURG, VIRGINIA	SHEET 	
					DRAWN BY			DATE
					CHECKED BY			DATE
					DESIGN BY			DATE
					JRD			
					TAX MAP			

Intersection Detail Plan

ADDITIVE
BID
ITEMS



LEGEND

- ▲ 2' Curb & Gutter, See Detail Sheet 2A
- ▲ VDOT S'd CG-6 Curb & Gutter
- ▲ VDOT S'd CG-2 Curb
- ▲ Curb Ramp, See Detail Sheet 2A
- ▲ Sidewalk
- ▲ Brick Paver Border
- ▲ Stamped Asphalt
- ▲ Light Pole Base

REFERENCES
(PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)

Streetscape Plan	6
Traffic Signal Plan	7(7)

	Denotes Proposed Stamped Asphalt By City
	Denotes Proposed Brick Pavers

<p>McCormick Taylor Engineers & Planners Since 1946</p>	REV	DATE	DESCRIPTION	BY	SCALE: 1" = 5'	<p>MAIN STREET STREETSCAPE (PHASE 2) INTERSECTION DETAIL PLAN N. MAIN ST. & WOLFE ST. DEPT. OF PUBLIC WORKS CITY OF HARRISONBURG 320 EAST MOSBY ROAD HARRISONBURG, VIRGINIA</p>	<p>SHEET 6A</p>
				JRD	DRAWN BY DATE		
				JRD	CHECKED BY DATE		
				JRD	DESIGN BY DATE		
				JRD	TAX MAP		

CONDUIT SCHEDULE

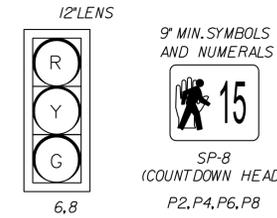
CONDUIT	RUN NO.								
	△	△	△	△	△	△	△	△	△
SIZE	(4) 3" (4) 2" (1) 1"	(1) 2" (1) 1"	(1) 2" (1) 1"	(2) 3" (1) 2"	(1) 2" (1) 1"	(2) 3" (1) 2"	(2) 3" (3) 2" (1) 1"	(2) 3" (1) 2"	(1) 2" (1) 1"
TYPE	P	P	P	P	P	P	P	P	P
INSTALLATION	ECI-2	ECI-2	ECI-2	ECI-2	ECI-2	ECI-2	ECI-2	ECI-2	ECI-2
AWG 8	1C	3	-	-	-	-	-	-	-
AWG 14	2C(S)	2	-	2	-	2	2	-	-
	3C	10	-	8	2	6	4	2	2
	7C	12	-	10	2	8	6	2	2
EMERG. PREEMP. CABLE	2	-	-	2	-	2	2	-	-

(E) Existing
(P) PVC Schedule 80
(H) High-Density Polyethylene

CONSTRUCTION NOTES

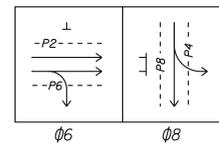
- 1) Install SE-6 Type B underground electrical service with meter base and disconnect on cabinet. Electrical service shall be provided from nearest street light.
- 2) Remove existing pole, signal heads, and signs following installation of new poles and new vehicular signal heads.
- 3) Replace existing junction box.
- 4) Remove existing controller cabinet (located at back end of Masanutten Regional Library building).
- 5) The City will place controller on signal pole and route power from pole on Bruce St. to power signal temporarily during construction. Contractor shall coordinate with City 1 week prior to start of construction at this intersection.

PROPOSED SIGNAL HEADS

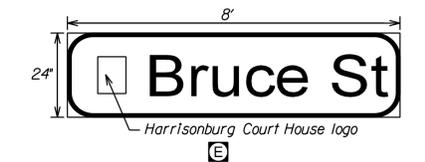
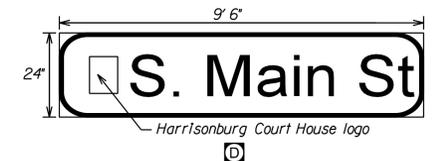
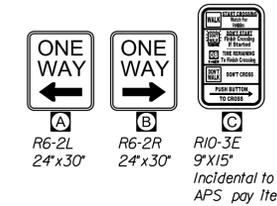
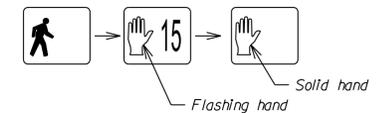


ALL INDICATIONS SHALL BE L.E.D. INDICATIONS

PHASING DIAGRAM



COUNTDOWN PEDESTRIAN SIGNAL HEAD SEQUENCE



L.E.D. STREET NAME SIGN NOTES

- 1) Harrisonburg Court House logo image file will be supplied by City to Contractor. Logo is 8" wide x 10.5" tall.
- 2) All main street name text is to be composed of 8" Clearview 5-W font unless noted otherwise.
- 3) All street name signs shall be white text and border on blue background. Blue background is to be in accordance with MUTCD standard colors.

LEGEND

- PROPOSED SIGNAL POLE AND IDENTIFIER
- PROPOSED PEDESTAL AND IDENTIFIER
- EXISTING SIGNAL POLE
- EXISTING SIGNAL HEAD
- PROPOSED SIGNAL HEAD
- PROPOSED PEDESTRIAN SIGNAL HEAD
- PROPOSED PEDESTRIAN PUSH BUTTON
- MAST ARM MOUNTED SIGN
- PROPOSED SIGN
- PROPOSED JUNCTION BOX/TYPE
- CONTROLLER CABINET
- PROPOSED CONDUIT
- EXISTING CONDUIT
- CONDUIT RUN NUMBER
- PROPOSED EMERGENCY PREEMPTION DETECTOR
- CONSTRUCTION NOTE
- UNINTERRUPTIBLE POWER SUPPLY CABINET
- EXISTING CONTROLLER CABINET
- BOLLARD

WIRING NOTES

- 1) ALL VEHICULAR SIGNAL HEADS SHALL BE POWERED BY #14/7C CABLE.
- 2) ALL PEDESTRIAN SIGNAL HEADS SHALL BE POWERED BY #14/7C CABLE.
- 3) ALL PEDESTRIAN PUSH BUTTONS SHALL BE POWERED BY #14/3C CABLE.
- 4) ALL EMERGENCY VEHICLE PREEMPTORS SHALL BE WIRED WITH EMERGENCY VEHICLE PREEMPTION DETECTOR CABLE AND #14/2C SHIELDED CABLE (FOR THE CONFIRMATION BEACON)
- 5) ALL LED-LIGHTED STREET NAME SIGNS SHALL BE POWERED BY #14/3C CABLE.
- 6) SIGNAL HEADS SHALL NOT BE WIRED IN SEQUENCE. EACH VEHICULAR OR PEDESTRIAN SIGNAL HEAD SHALL HAVE A SEPARATE CABLE.

SIGNAL POLE LEGEND

NO.	STANDARD				SIGNAL MOUNTING				EVP DIST. FROM POLE	TRAFFIC SIGN MOUNTING				POLE LOCATION			**ANGLE BETWEEN ARMS	
	TYPE	POLE HEIGHT*	ARM LENGTH	FOUNDATION	DISTANCE FROM POLE					DISTANCE FROM POLE				ROAD	STA	OFFSET		ANGLE
A	MP-1	20'	30'	PF-8	17'	25'	-	-	23'	7'	21'	-	-	S. Main St	10+43.3	18.6' Rt	0°	90°
B	PF-2	10'	n/a	PF-2	9'	21'	-	-	15'	5'	19'	-	-	S. Main St	10+3.22	17.7' Rt	90°	
C	PF-2	10'	n/a	PF-2										S. Main St	10+10.20	23.2' Lt		
D	PF-2	10'	n/a	PF-2										S. Main St	10+37.76	17.7' Lt		

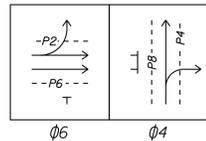
*CONTRACTOR SHALL VERIFY POLE BASE ELEVATIONS AND REQUIRED POLE HEIGHTS AND PROVIDE THAT INFORMATION IN THE SHOP DRAWINGS.
**MEASURED FROM SIGNAL ARM "A".

McCormick Taylor
Engineers & Planners
Since 1946

REV	DATE	DESCRIPTION	BY	SCALE:	1" = 10'	DATE	MAIN STREET STREETScape (WEST SIDE)	SHEET
				DRAWN BY			TRAFFIC SIGNAL PLAN	7(2)
				MDL			S. MAIN ST. & BRUCE ST.	
				CHECKED BY			DEPT. OF PUBLIC WORKS	
				RJD			CITY OF HARRISONBURG	
				DESIGN BY			320 EAST MOSBY ROAD	
				MDL			HARRISONBURG, VIRGINIA	
				TAX MAP				



PHASING DIAGRAM



CONDUIT SCHEDULE

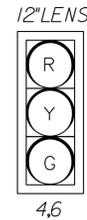
CONDUIT	RUN NO.								
	△	△	△	△	△	△	△	△	△
SIZE	(1) 2"	(4) 3" (4) 2" (1) 1"	(2) 3" (3) 2" (1) 1"	(2) 3" (1) 2"	(1) 2" (1) 1"	(2) 3" (1) 2" (1) 1"	(1) 2" (1) 1"	(1) 2"	(1) 2"
TYPE	P	P	P	P	P	P	P	P	P
INSTALLATION	ECI-2	ECI-2	ECI-2	ECI-2	ECI-2	ECI-2	ECI-1	ECI-2	ECI-1
AWG 8	1C	3	-	-	-	-	-	-	-
AWG 14	2C(S)	-	2	2	-	-	-	-	-
	3C	-	10	4	2	2	4	2	2
	7C	-	12	6	2	2	4	2	2
EMERG.PREEMP.CABLE	-	2	2	-	-	-	-	-	-

(E) Existing
(P) PVC Schedule 80
(H) High-Density Polyethylene

CONSTRUCTION NOTES

1. Install SE-3 Type B underground electrical service with meter base and disconnect on pole B.
2. Place new mast arm in same location as existing mast arm. Replace existing signal foundation with new PF-8 foundation.
3. Reuse existing junction box.
4. Remove existing controller cabinet and foundation.
5. Place a temporary trailer mounted mast arm with signal heads on Main St. and a temporary trailer mounted pedestal pole with a signal head on Water St. as per the Maintenance of Traffic Plans.
6. Contractor shall verify the exact location of the underground vault and coordinate with the City of Harrisonburg Public Works Department before installing conduits H and I, the JB-SI, and pole D.

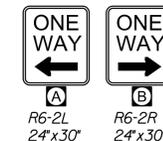
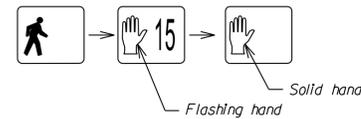
PROPOSED SIGNAL HEADS



9" MIN. SYMBOLS AND NUMERALS
SP-8 (COUNTDOWN HEAD)

4,6
ALL INDICATIONS SHALL BE L.E.D. INDICATIONS

COUNTDOWN PEDESTRIAN SIGNAL HEAD SEQUENCE



R6-2L 24"x30"

A

ONE WAY

R6-2R 24"x30"

B



R10-11 24"x30"

F

R10-3E 9"x15"
Incidental to APS pay item

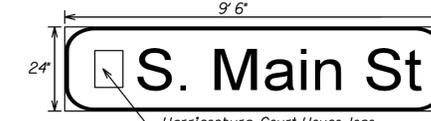
C

HARRISONBURG COURT HOUSE

D

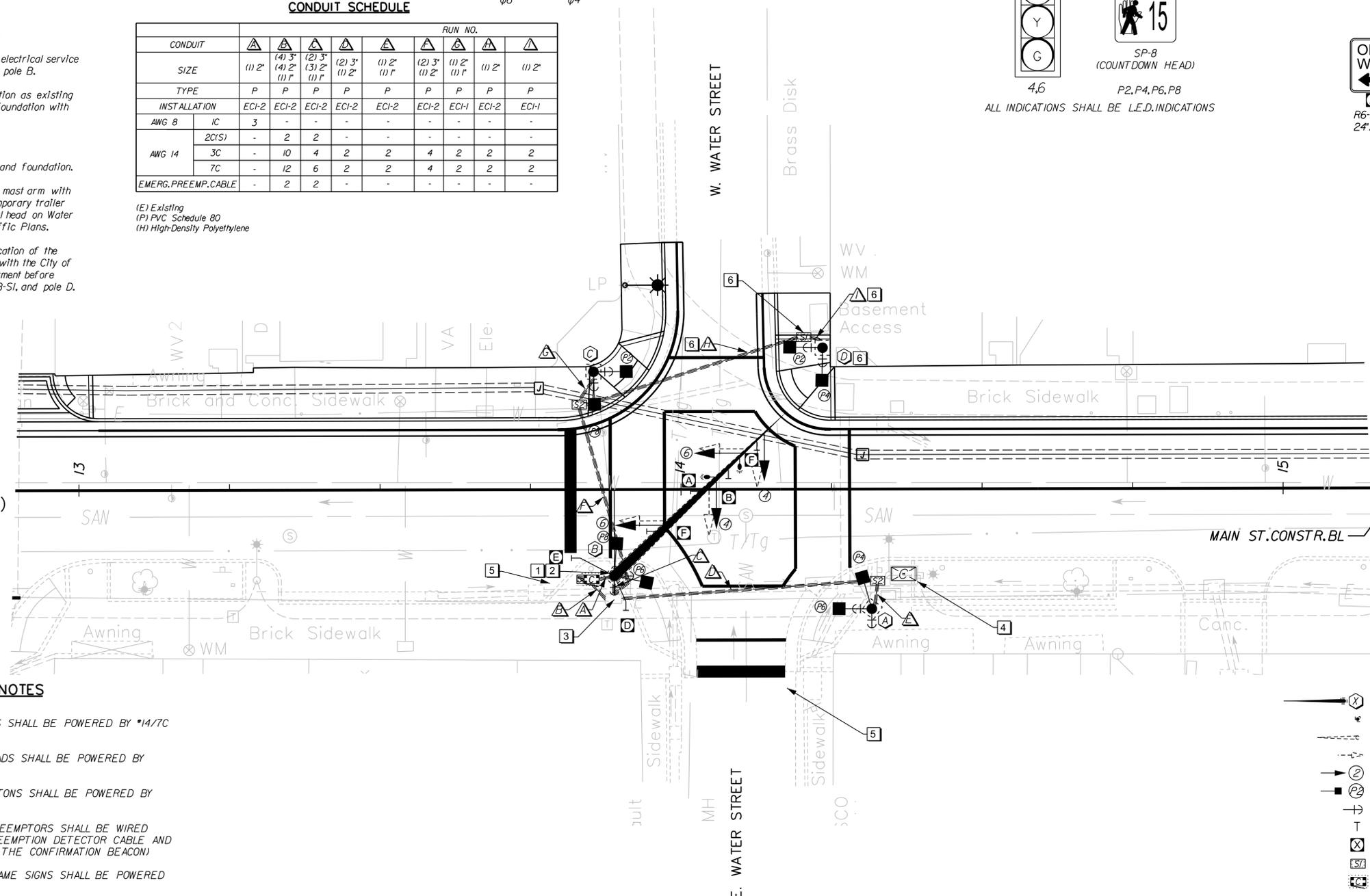
HARRISONBURG COURT HOUSE

E



L.E.D. STREET NAME SIGN NOTES

- 1) Harrisonburg Court House logo image file will be supplied by City to Contractor. Logo is 8" wide x 10.5" tall.
- 2) All main street name text is to be composed of 8" Clearview 5-W font unless noted otherwise.
- 3) All street name signs shall be white text and border on blue background. Blue background is to be in accordance with MUTCD standard colors.



WIRING NOTES

- 1) ALL VEHICULAR SIGNAL HEADS SHALL BE POWERED BY #14/7C CABLE.
- 2) ALL PEDESTRIAN SIGNAL HEADS SHALL BE POWERED BY #14/7C CABLE.
- 3) ALL PEDESTRIAN PUSH BUTTONS SHALL BE POWERED BY #14/3C CABLE.
- 4) ALL EMERGENCY VEHICLE PREEMPTORS SHALL BE WIRED WITH EMERGENCY VEHICLE PREEMPTION DETECTOR CABLE AND #14/2C SHIELDED CABLE (FOR THE CONFIRMATION BEACON)
- 5) ALL LED-LIGHTED STREET NAME SIGNS SHALL BE POWERED BY #14/3C CABLE.
- 6) SIGNAL HEADS SHALL NOT BE WIRED IN SEQUENCE. EACH VEHICULAR OR PEDESTRIAN SIGNAL HEAD SHALL HAVE A SEPARATE CABLE.

SIGNAL POLE LEGEND

NO.	STANDARD				SIGNAL MOUNTING				EVP. DIST. FROM POLE	TRAFFIC SIGN MOUNTING				POLE LOCATION			ANGLE BETWEEN ARMS
	TYPE	POLE HEIGHT	ARM LENGTH	FOUNDATION	DISTANCE FROM POLE					DISTANCE FROM POLE				ROAD	STA	OFFSET	
A	PF-2	10'	n/a	PF-2									S. Main St	14+31.6	19.9' Rt	42°	
B	MP-1	20'	40'	PF-8	12'	23'	29'	34'	24'	29'	10'	20'	26'	33'	S. Main St	13+88.90	14.4' Rt
C	PF-2	10'	n/a	PF-2									S. Main St	13+85.5	19.7' Lt		
D	PF-2	10'	n/a	PF-2									S. Main St	14+23.5	23.6' Lt		

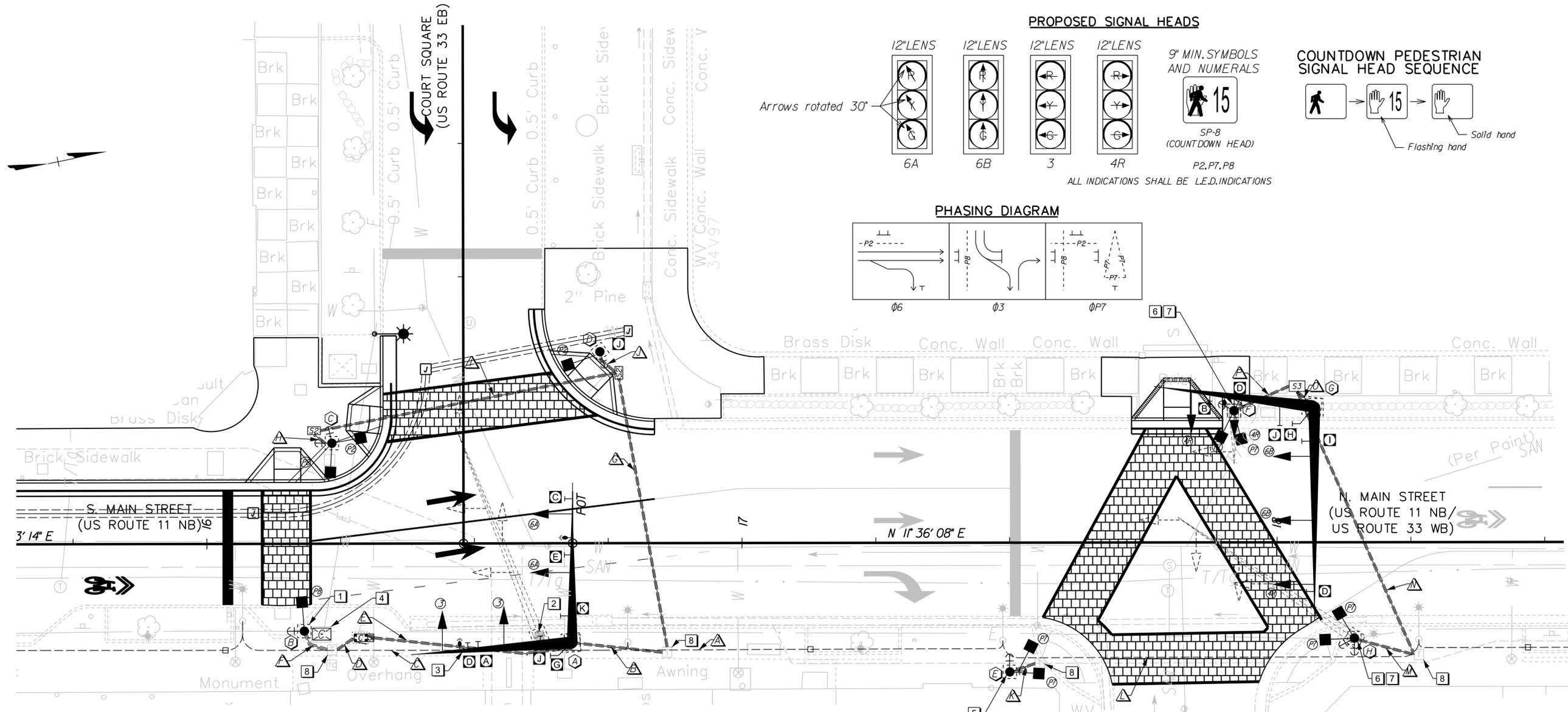
*CONTRACTOR SHALL VERIFY POLE BASE ELEVATIONS AND REQUIRED POLE HEIGHTS AND PROVIDE THAT INFORMATION IN THE SHOP DRAWINGS.

LEGEND

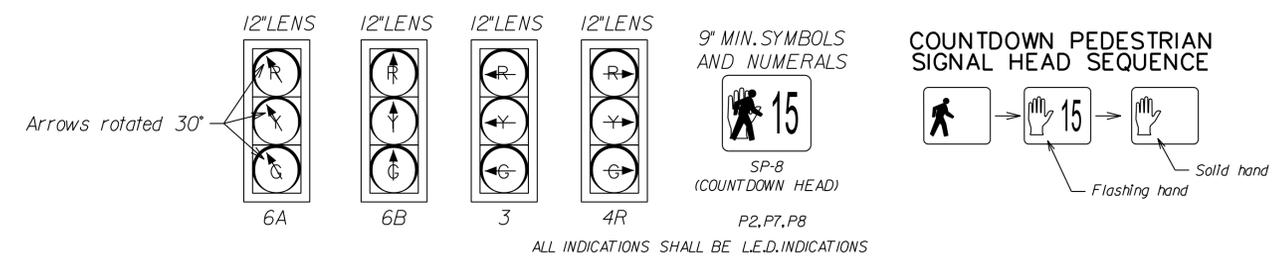
- PROPOSED SIGNAL POLE AND IDENTIFIER
- PROPOSED PEDESTAL AND IDENTIFIER
- EXISTING SIGNAL POLE
- EXISTING SIGNAL HEAD
- PROPOSED SIGNAL HEAD
- PROPOSED PEDESTRIAN SIGNAL HEAD
- PROPOSED PEDESTRIAN PUSH BUTTON
- MAST ARM MOUNTED SIGN
- PROPOSED SIGN
- PROPOSED JUNCTION BOX/TYPE
- CONTROLLER CABINET
- PROPOSED CONDUIT
- EXISTING CONDUIT
- CONDUIT RUN NUMBER
- PROPOSED EMERGENCY PREEMPTION DETECTOR
- CONSTRUCTION NOTE
- UNINTERRUPTIBLE POWER SUPPLY CABINET
- EXISTING CONTROLLER CABINET

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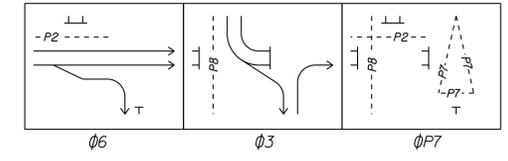
REV	DATE	DESCRIPTION	BY	SCALE:	1" = 10'	MAIN STREET STREETSCAPE (WEST SIDE)	SHEET
				DRAWN BY	DATE	TRAFFIC SIGNAL PLAN S. MAIN ST. & WATER ST. DEPT. OF PUBLIC WORKS CITY OF HARRISONBURG 320 EAST MOSBY ROAD HARRISONBURG, VIRGINIA	7(3)
				CHECKED BY	DATE		
				DESIGN BY	DATE		
				TAX MAP			



PROPOSED SIGNAL HEADS



PHASING DIAGRAM



CONSTRUCTION NOTES

- 1 Install SE-3 Type B underground electrical service with meter base and disconnect on pedestal B.
- 2 Remove existing pole, signal heads, and signs following installation of new poles and new vehicular signal heads.
- 3 Carefully orient mast arm so that it can be installed while existing mast arm is still standing, and so that arm does not block view of text on business sign.
- 4 Remove existing cabinet and foundation.
- 5 Replace existing pedestal with new ornamental pedestal on existing foundation.
- 6 Remove existing pole, signal heads, and signs following installation of new poles and new vehicular signal heads.
- 7 After existing pole and mast arm is removed, install new PF-2 pedestal using the existing signal pole foundation.
- 8 Reuse existing junction box.

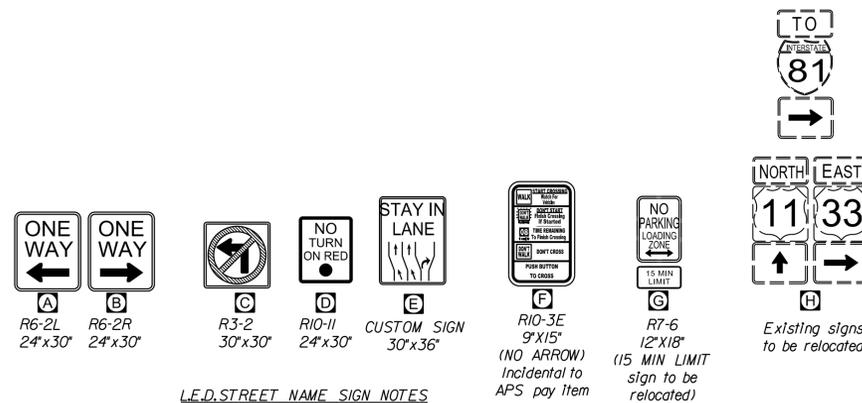
LEGEND

- (X) PROPOSED SIGNAL POLE AND IDENTIFIER
- (*) PROPOSED PEDESTAL AND IDENTIFIER
- EXISTING SIGNAL POLE
- EXISTING SIGNAL HEAD
- (P) PROPOSED SIGNAL HEAD
- (P2) PROPOSED PEDESTRIAN SIGNAL HEAD
- (P2) PROPOSED PEDESTRIAN PUSH BUTTON
- T MAST ARM MOUNTED SIGN
- (X) PROPOSED SIGN
- (J) PROPOSED JUNCTION BOX/TYPE
- (C) CONTROLLER CABINET
- PROPOSED CONDUIT
- EXISTING CONDUIT
- (A) CONDUIT RUN NUMBER
- (E) PROPOSED EMERGENCY PREEMPTION DETECTOR
- (3) CONSTRUCTION NOTE
- (UPS) UNINTERRUPTIBLE POWER SUPPLY CABINET
- (C) EXISTING CONTROLLER CABINET

<p>McCormick Taylor Engineers & Planners Since 1946</p>	REV	DATE	DESCRIPTION	BY	SCALE: 1" = 10'	MAIN STREET STREETScape (WEST SIDE) TRAFFIC SIGNAL PLAN MAIN ST., COURT SQ. & E. MARKET ST. DEPT. OF PUBLIC WORKS CITY OF HARRISONBURG 320 EAST MOSBY ROAD HARRISONBURG, VIRGINIA	SHEET 7(4)
					DRAWN BY		
					CHECKED BY		
					DESIGN BY		
					TAX MAP		

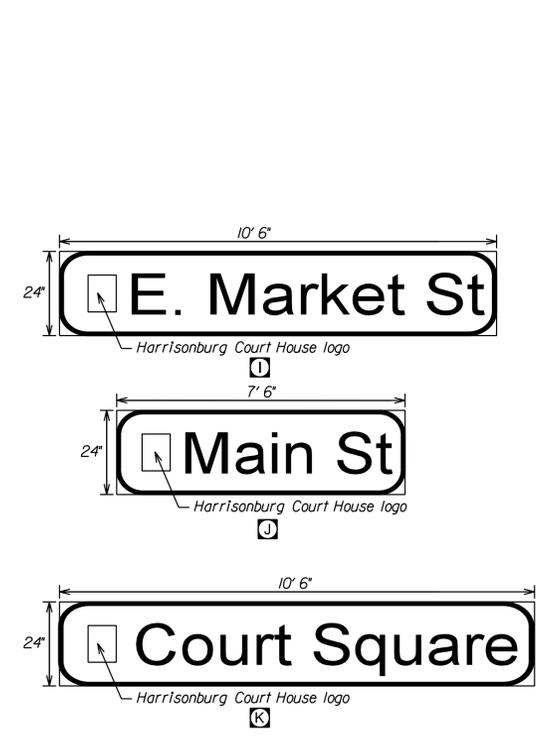
WIRING NOTES

- 1) ALL VEHICULAR SIGNAL HEADS SHALL BE POWERED BY #14/7C CABLE.
- 2) ALL PEDESTRIAN SIGNAL HEADS SHALL BE POWERED BY #14/7C CABLE.
- 3) ALL PEDESTRIAN PUSH BUTTONS SHALL BE POWERED BY #14/3C CABLE.
- 4) ALL EMERGENCY VEHICLE PREEMPTORS SHALL BE WIRED WITH EMERGENCY VEHICLE PREEMPTION DETECTOR CABLE AND #14/2C SHIELDED CABLE (FOR THE CONFIRMATION BEACON)
- 5) ALL LED-LIGHTED STREET NAME SIGNS SHALL BE POWERED BY #14/3C CABLE.
- 6) SIGNAL HEADS SHALL NOT BE WIRED IN SEQUENCE. EACH VEHICULAR OR PEDESTRIAN SIGNAL HEAD SHALL HAVE A SEPARATE CABLE.



LED STREET NAME SIGN NOTES

- 1) Harrisonburg Court House logo image file will be supplied by City to Contractor. Logo is 8" wide x 10.5" tall.
- 2) All main street name text is to be composed of 8" Clearview 5-W font unless noted otherwise.
- 3) All street name signs shall be white text and border on blue background. Blue background is to be in accordance with MUTCD standard colors.



SIGNAL POLE LEGEND

NO.	STANDARD				SIGNAL MOUNTING				EVP. DIST. FROM POLE	TRAFFIC SIGN MOUNTING				POLE LOCATION				**ANGLE BETWEEN ARMS
	TYPE	POLE HEIGHT	ARM LENGTH	FOUNDATION	DISTANCE FROM POLE					DISTANCE FROM POLE				ROAD	STA	OFFSET	ANGLE	
A	MP-1	20'	30'	PF-1	13'	24'	-	-	20'	5'	16'	27'	-	N. Main St	16-65.3	18.6' Rt	0°	94°
B	PF-2	10'	n/a	PF-2	13'	24'	-	-	21'	6'	18'	20'	-	N. Main St	16-18.19	16.4' Rt		
C	PF-2	10'	n/a	PF-2										N. Main St	16-23.41	18.8' Lt		
D	PF-2	10'	n/a	PF-2										N. Main St	16-72.72	35.2' Lt		
E	PF-2	10'	n/a	Existing										N. Main St	17-50.02	24.2' Rt		
F	PF-2	10'	n/a	Existing										N. Main St	17-91.97	24.7' Lt		
G	MP-1	20'	40'	PF-1	9'	21'	33'	-	-	6'	35'	-	-	N. Main St	18-07.0	32.4' Lt	0°	97°
H	PF-2	10'	n/a	Existing	15'	23'	-	-	17'	6'	14'	19'	-	N. Main St	18-14.40	17.9' Rt		

*CONTRACTOR SHALL VERIFY POLE BASE ELEVATIONS AND REQUIRED POLE HEIGHTS AND PROVIDE THAT INFORMATION IN THE SHOP DRAWINGS.
 **MEASURED FROM SIGNAL ARM "A".

CONDUIT SCHEDULE

CONDUIT	RUN NO.															
	△	△	△	△	△	△	△	△	△	△	△	△	△	△	△	△
SIZE	(2) 3" (3) 2" (1) 1"	(4) 3" (4) 2" (1) 1"	(1) 2"	(1) 2" (1) 1"	(2) 3" (1) 2" (1) 1"	(2) 3" (1) 2" (1) 1"	(1) 2" (1) 1"	(1) 2" (1) 1"	(1) 2" (1) 1"	(1) 2" (1) 1"	(1) 2" (1) 1"	(1) 2" (1) 1"	(2) 3" (3) 2" (1) 1"	(1) 2" (1) 1"	(1) 2" (1) 1"	(1) 2" (1) 1"
TYPE	E	P	E	P	P	P	P	P	P	P	P	E	P	P	P	P
INSTALLATION	ECI-2		ECI-2		ECI-2		ECI-2		ECI-2		ECI-2		ECI-2		ECI-2	
AWG 8	1C	-	-	-	3	-	-	-	-	-	-	-	-	-	-	-
AWG 14	2C(S)	2	2	4	4	-	-	-	-	-	-	2	-	2	2	-
	3C	8	2	13	14	-	1	3	2	2	1	2	6	2	4	2
	7C	11	4	18	19	-	1	3	2	2	1	2	9	2	7	5
EMERG. PREEMP. CABLE	2	2	4	4	-	-	-	-	-	-	-	2	-	2	2	-

(E) Existing
 (P) PVC Schedule 80
 (H) High-Density Polyethylene

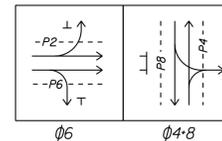
	REV	DATE	DESCRIPTION	BY	SCALE: 1" = 10'	MAIN STREET STREETScape (WEST SIDE) TRAFFIC SIGNAL PLAN MAIN ST., COURT SQ. & E. MARKET ST. DEPT. OF PUBLIC WORKS CITY OF HARRISONBURG 320 EAST MOSBY ROAD HARRISONBURG, VIRGINIA	SHEET 7(5)
					DRAWN BY		
					CHECKED BY		
					DESIGN BY		
					TAX MAP		

CONDUIT SCHEDULE

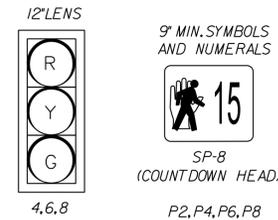
CONDUIT	RUN NO.								
	△	△	△	△	△	△	△	△	△
SIZE	(4) 3" (4) 2" (1) 1"	(1) 2"	(2) 3" (3) 2" (1) 1"	(2) 3" (1) 2"	(1) 2" (1) 1"	(2) 3" (1) 2"	(1) 2" (1) 1"	(2) 3" (1) 2"	(1) 2" (1) 1"
TYPE	P	P	P	P	P	P	P	P	P
INSTALLATION	ECI-2	ECI-2	ECI-2	ECI-2	ECI-2	ECI-2	ECI-2	ECI-2	ECH
AWG 8	IC	-	3	-	-	-	-	-	-
AWG 14	2C(S)	3	-	3	-	-	-	-	-
	3C	11	-	5	2	2	4	2	2
	7C	14	-	8	2	2	4	2	2
EMERG.PREEMP.CABLE	3	-	3	-	-	-	-	-	-

(E) Existing
(P) PVC Schedule 80
(H) High-Density Polyethylene

PHASING DIAGRAM

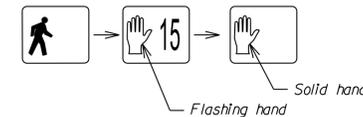


PROPOSED SIGNAL HEADS



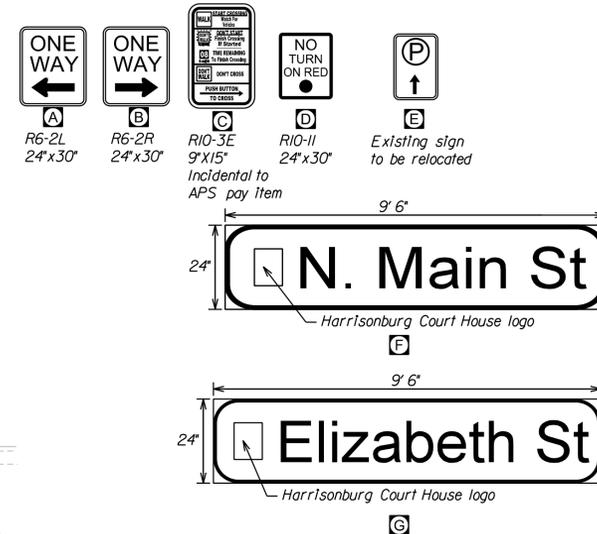
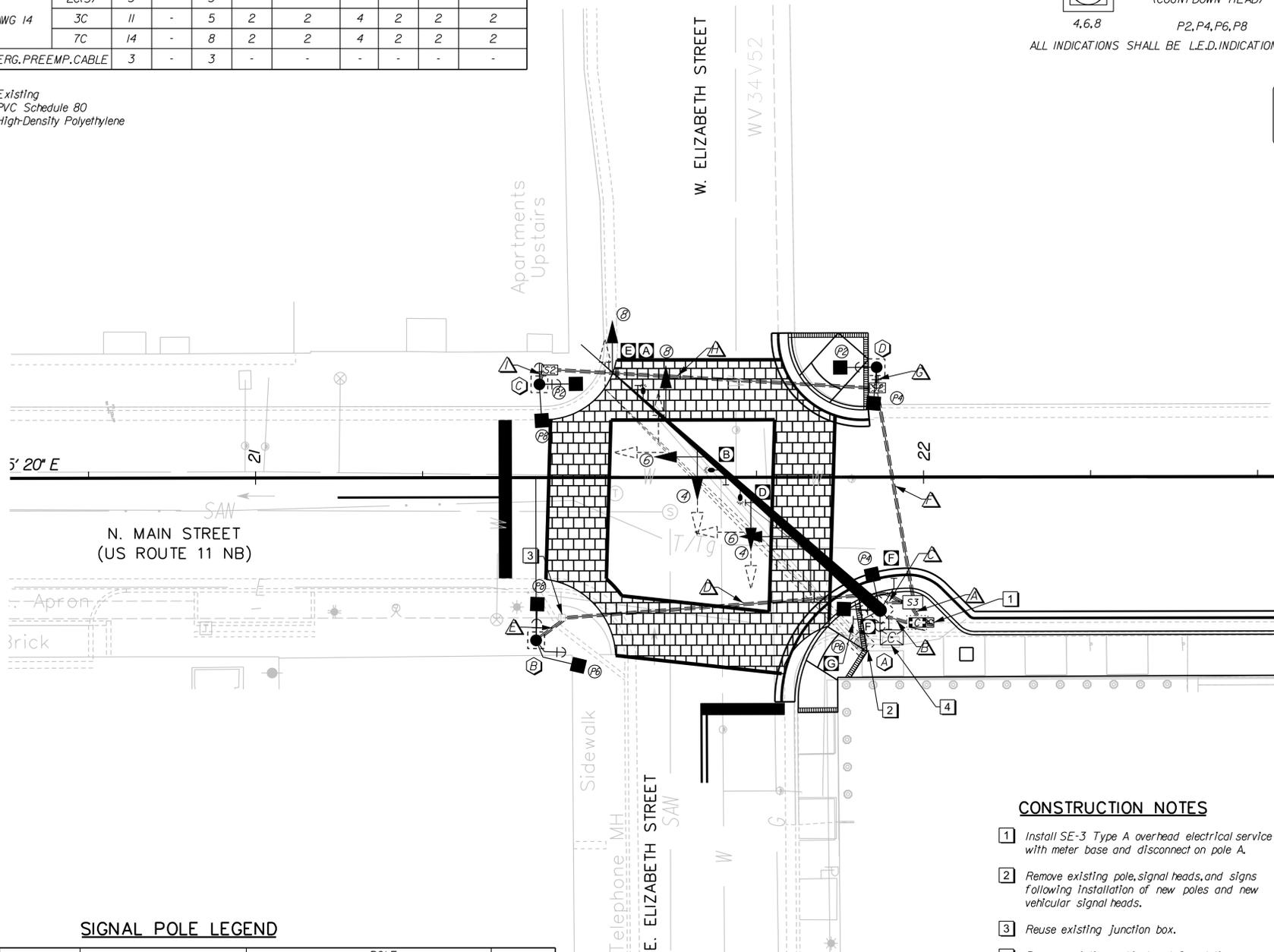
ALL INDICATIONS SHALL BE L.E.D. INDICATIONS

COUNTDOWN PEDESTRIAN SIGNAL HEAD SEQUENCE



WIRING NOTES

- 1) ALL VEHICULAR SIGNAL HEADS SHALL BE POWERED BY #14/7C CABLE.
- 2) ALL PEDESTRIAN SIGNAL HEADS SHALL BE POWERED BY #14/7C CABLE.
- 3) ALL PEDESTRIAN PUSH BUTTONS SHALL BE POWERED BY #14/3C CABLE.
- 4) ALL EMERGENCY VEHICLE PREEMPTORS SHALL BE WIRED WITH EMERGENCY VEHICLE PREEMPTION DETECTOR CABLE AND #14/2C SHIELDED CABLE (FOR THE CONFIRMATION BEACON)
- 5) ALL LED-LIGHTED STREET NAME SIGNS SHALL BE POWERED BY #14/3C CABLE.
- 6) SIGNAL HEADS SHALL NOT BE WIRED IN SEQUENCE. EACH VEHICULAR OR PEDESTRIAN SIGNAL HEAD SHALL HAVE A SEPARATE CABLE.



L.E.D. STREET NAME SIGN NOTES

- 1) Harrisonburg Court House logo image file will be supplied by City to Contractor. Logo is 8" wide x 10.5" tall.
- 2) All main street name text is to be composed of 8" Clearview 5-W font unless noted otherwise.
- 3) All street name signs shall be white text and border on blue background. Blue background is to be in accordance with MUTCD standard colors.

LEGEND

- ⊗ PROPOSED SIGNAL POLE AND IDENTIFIER
- ⊙ PROPOSED PEDESTAL AND IDENTIFIER
- EXISTING SIGNAL POLE
- EXISTING SIGNAL HEAD
- ⊙ PROPOSED SIGNAL HEAD
- ⊙ PROPOSED PEDESTRIAN SIGNAL HEAD
- ⊙ PROPOSED PEDESTRIAN PUSH BUTTON
- T MAST ARM MOUNTED SIGN
- ⊗ PROPOSED SIGN
- ⊙ PROPOSED JUNCTION BOX/TYPE
- ⊙ CONTROLLER CABINET
- ===== PROPOSED CONDUIT
- EXISTING CONDUIT
- △ CONDUIT RUN NUMBER
- ⊙ PROPOSED EMERGENCY PREEMPTION DETECTOR
- 3 CONSTRUCTION NOTE
- UPS UNINTERRUPTIBLE POWER SUPPLY CABINET
- ⊙ EXISTING CONTROLLER CABINET

CONSTRUCTION NOTES

- 1) Install SE-3 Type A overhead electrical service with meter base and disconnect on pole A.
- 2) Remove existing pole, signal heads, and signs following installation of new poles and new vehicular signal heads.
- 3) Reuse existing junction box.
- 4) Remove existing cabinet and foundation.

SIGNAL POLE LEGEND

NO.	STANDARD			SIGNAL MOUNTING		TRAFFIC SIGN MOUNTING				POLE LOCATION			**ANGLE BETWEEN ARMS								
	TYPE	POLE HEIGHT	ARM LENGTH	FOUNDATION	DISTANCE FROM POLE				ROAD	STA	OFFSET	ANGLE									
A	MP-1	20'	60'	PF-8	17'	26'	35'	37'	43'	54'	28'	32'	48'	25'	31'	49'	52'	N. Main St	21-93.47	20.0' Rt	40°
B	PF-2	10'	n/a	PF-2														N. Main St	21-41.96	24.5' Rt	
C	PF-2	10'	n/a	PF-2														N. Main St	21-42.51	14.8' Lt	
D	PF-2	10'	n/a	PF-2														N. Main St	21-92.99	16.5' Lt	

*CONTRACTOR SHALL VERIFY POLE BASE ELEVATIONS AND REQUIRED POLE HEIGHTS AND PROVIDE THAT INFORMATION IN THE SHOP DRAWINGS.
**MEASURED FROM SIGNAL ARM "A".

McCormick Taylor
Engineers & Planners Since 1946

REV	DATE	DESCRIPTION	BY	SCALE:	1" = 10'	MAIN STREET STREETSCAPE (WEST SIDE)	SHEET
				DRAWN BY	DATE	TRAFFIC SIGNAL PLAN N. MAIN ST. & ELIZABETH ST. DEPT. OF PUBLIC WORKS CITY OF HARRISBURG 320 EAST MOSBY ROAD HARRISBURG, VIRGINIA	7(6)
				MDL			
				CHECKED BY	DATE		
				RJD			
				DESIGN BY	DATE		
				MDL			
				TAX MAP			

MAINTENANCE OF TRAFFIC GENERAL NOTES

GENERAL NOTES

1. All work on this project shall conform to the 2009 Manual on Uniform Traffic Control Devices (MUTCD), the 2011 Virginia Supplement to the MUTCD, and the 2011 VDOT Work Area Protection Manual (WAPM), and all subsequent revisions.
2. The contractor shall plan and prosecute the work in accordance with the sequence of construction (SOC) and maintenance of traffic plan (MOT), unless otherwise approved by the Engineer.
3. The Contractor may opt to switch the order of the main stages of construction. However, construction on one block should not commence until curb & gutter, curb ramp and sidewalk construction on the adjacent block is complete.
4. Construction of intersection corner curb ramps shall be sequenced to prevent both the east and west sides of the road from being constructed at the same time.
5. Temporary lane widths shall be not less than 10 feet, unless noted otherwise on the plans.
6. Measures shall be taken to ensure adequate sight distances during construction operations. Traffic Control devices, signs, construction equipment, material storage or any other obstacle will not be allowed to interfere with sight distances for this project as determined by the engineer or his designee.
7. All entrances both vehicle and pedestrian, and building access points shall be maintained during all phases of construction. Contractor shall coordinate with the engineer at least 72 hours in advance of entrance construction.
8. The Contractor shall maintain pedestrian access throughout construction. Contractor shall maintain a 4' wide minimum hard surfaced pathway, lined with safety barriers to provide protection for pedestrians when construction activities are adjacent to the sidewalk and/or pedestrian route.
9. Equipment and/or materials shall not be placed within the established Clear Zone and /or the deflection zone of physical barriers.
10. All Traffic Control Devices and signs necessary for the Maintenance of Traffic are to be provided, installed, maintained, and removed by the Contractor.
11. All traffic control device locations shall be marked by the Contractor and reviewed by the Engineer prior to installation.
12. All conflicting pavement markings shall be covered using Construction Pavement Marking Type E 6" or eradicated as described in the VDOT General Specifications.
13. All maintenance of traffic shall be designed and installed based on posted speed limit:
 --Main Street = 25 mph speed limit
 --Bruce, Water, Court Square, Market, Elizabeth, and Wolfe Streets = 25 mph speed limit
14. All existing conflicting signs shall be removed or covered during construction, otherwise existing signing to be maintained.
15. Contractor shall provide a plan regarding equipment and personnel ingress/egress of the work zone.
16. Contractor shall provide protection for any open trench or excavation that crosses active entrances or sidewalks. During construction of the utility bank in the road, contractor may need to use plates or other methods during non-work hours to maintain vehicle traffic.
17. Contractor shall maintain proper positive drainage during all phases of work. Provide temporary drainage devices as needed. Cost to be included in other items, no separate payment will be made.

PHASE 1 SIDEWALK CONSTRUCTION ALLOWABLE HOURS FOR LANE CLOSURE AND/OR FLAGGING OPERATIONS

Sunday No restrictions
 Monday No restrictions
 Tuesday No restrictions
 Wednesday No restrictions
 Thursday No restrictions
 Friday No restrictions
 Saturday No restrictions

Lane Closures will not be permitted during the days listed for the following events/holidays (unless approved by the Engineer):

Easter Sunday - from the preceding Friday to the following Monday (inclusive)

JMU Commencement (Saturday) - from the preceding Friday to the following Monday (inclusive)

Memorial Day - from the preceding Friday to the following Tuesday (inclusive)

July 4 - from July 3-July 5 (inclusive). If July 4 is on a weekend, then from the Friday before to the Monday after (inclusive).

Labor Day - from the preceding Friday to the following Tuesday (inclusive)

Thanksgiving - from the preceding Wednesday to the following Monday (inclusive)

Christmas - from December 24 to January 2 (inclusive).

NOTE: Lane Closures/Flagging Operations will be allowed at all times with prior written approval from the Engineer, at the Engineer's discretion.

 <p style="font-size: small;">Engineers & Planners Since 1946</p>	REV	DATE	DESCRIPTION	BY	SCALE:	NTS	MAINSTREET STREETScape (PHASE 2) MAINTENANCE OF TRAFFIC GENERAL NOTES DEPT. OF PUBLIC WORKS CITY OF HARRISONBURG 320 EAST MOSBY ROAD HARRISONBURG, VIRGINIA	8 A
					DRAWN BY	DATE		
					MDL			
					CHECKED BY	DATE		
					RJD			
				DESIGN BY	DATE			
				MDL				
					TAX MAP			

SEQUENCE OF CONSTRUCTION

PHASE 1: West Side of Main Street

Install signs and temporary traffic control devices throughout the project.

Install temporary erosion & sediment (E&S) control measures throughout the length of the project.

Implement pedestrian detour operations in accordance with Figure TTC-36.0 (Crosswalk Closure & Pedestrian Detour Operations).

Close daily left-hand lane on northbound Main Street between Bruce St and Court Square (south) using Modified Figure TTC-17.0 (Temporary Inside Lane Closure).

Remove existing sidewalk, curb, and gutter. Install new conduit, junction boxes, and conduit bank. Construct new signal foundations and mast arms at the Bruce St, Water St, and Court Square/Market St intersections, while maintaining the existing traffic signals.

Construct new sidewalk, curb, and gutter new light foundation, and streetscaping on the west side of Main Street.

Utilize Figure TTC-28.0 (flagging at unsignalized intersection) or TTC-30.0 (flagging at signalized intersection) in order to construct sidewalk, traffic signal, lighting, and streetscape improvements at existing east side curb ramps, and intersection bumpouts on the west side of Main Street.

Install new conduit, junction boxes, and duct bank.

PHASE 2A: Wolfe Street Intersection & Signal (Additive)

Close the right-hand parking lane on northbound Main Street between Elizabeth St and Wolfe St. Shift traffic 8' east to allow for sight distance for eastbound Wolfe St traffic. Remove existing sidewalk, curb, and gutter.

Erect temporary stop signs on Wolfe Street and deenergize the existing traffic signal prior to removing the existing diagonal mast arm and installing the new diagonal mast arm. Utilize Portable Changeable Message Signs (PCMS) to warn of the change in traffic patterns for a minimum of two (2) weeks in advance of the switchover. Notify the City at least three (3) weeks in advance of scheduling the switchover.

Construct new signal foundations and mast arms at the Wolfe St intersection. Complete the traffic signal construction. Reenergize the signal at Wolfe Street. Construct new sidewalk, curb and gutter and ramps. Install new conduit, junction boxes, and duct bank.

*Duct bank under roadways shall be constructed using TTC 16.0 (Temporary Outside Lane Closure) and as necessary, flagging.

PHASE 2B (East Side of Main Street)

Close the right-hand parking lane on northbound Main Street between Elizabeth St and Wolfe St.

Remove existing sidewalk, curb and gutter. Construct new sidewalk and curb cuts, light foundations, and streetscaping on the east side of Main Street.

Construct new signal foundations and mast arms at the Elizabeth St intersections, while maintaining the existing traffic signals.

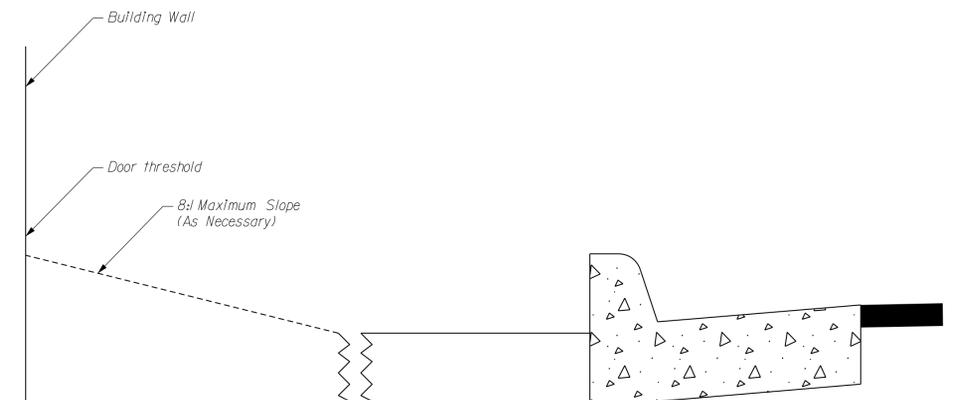
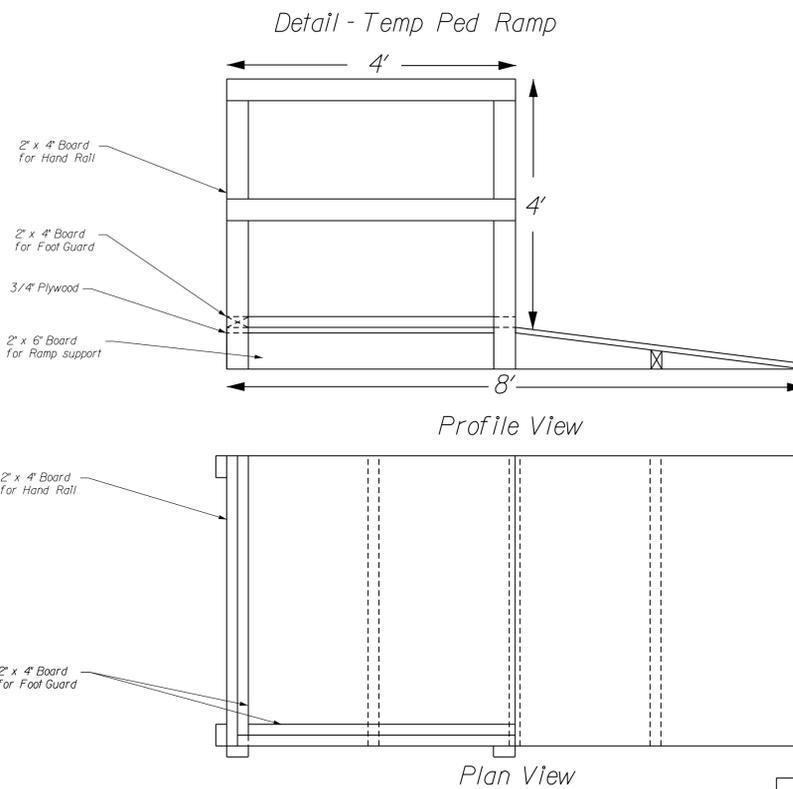
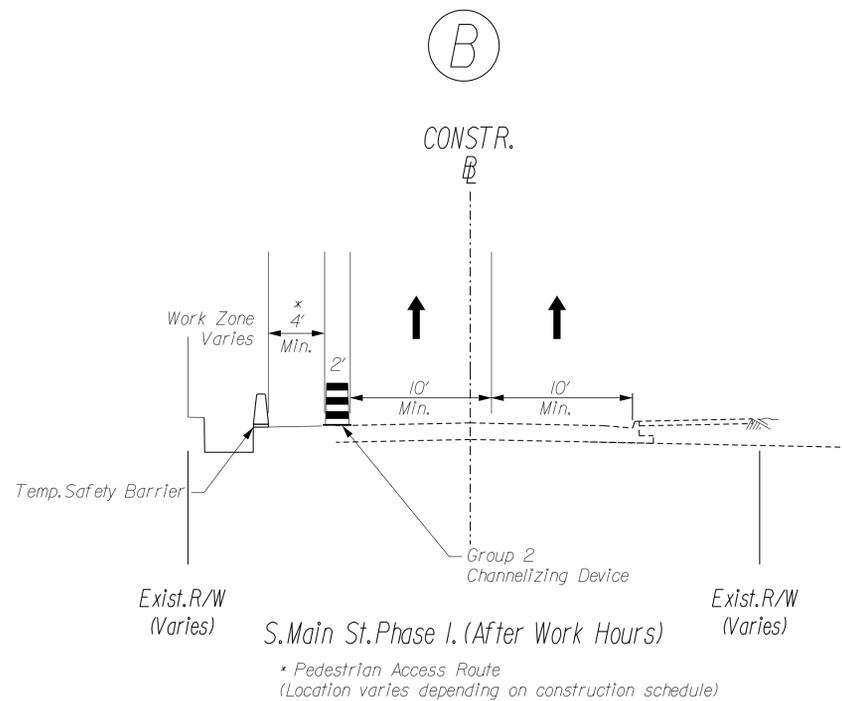
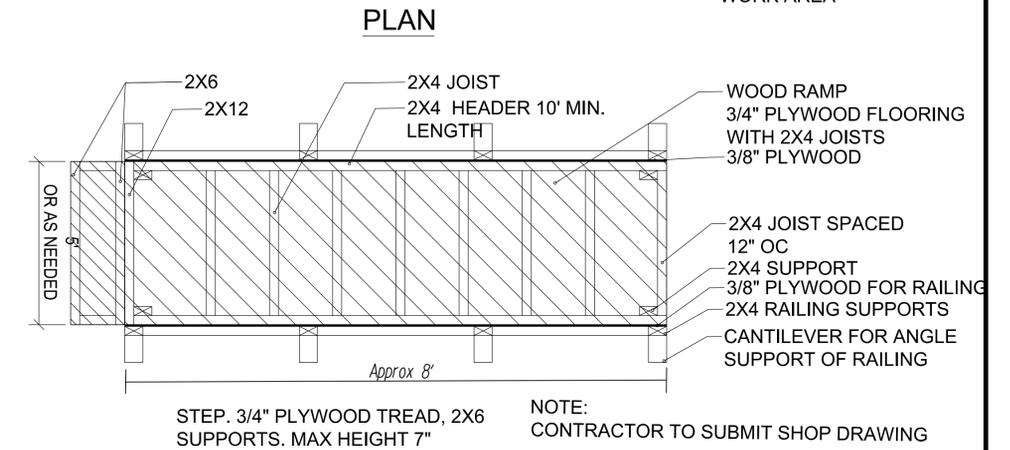
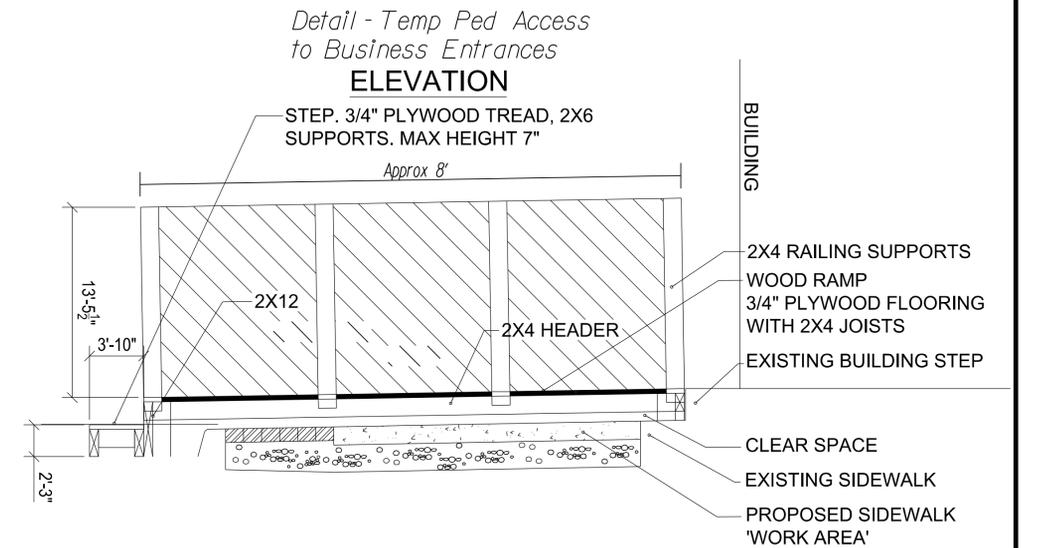
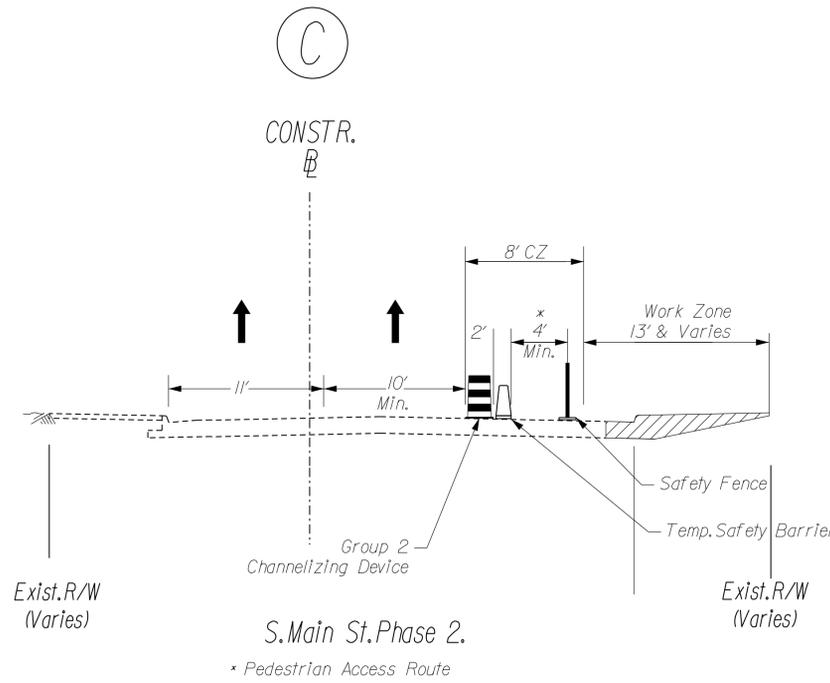
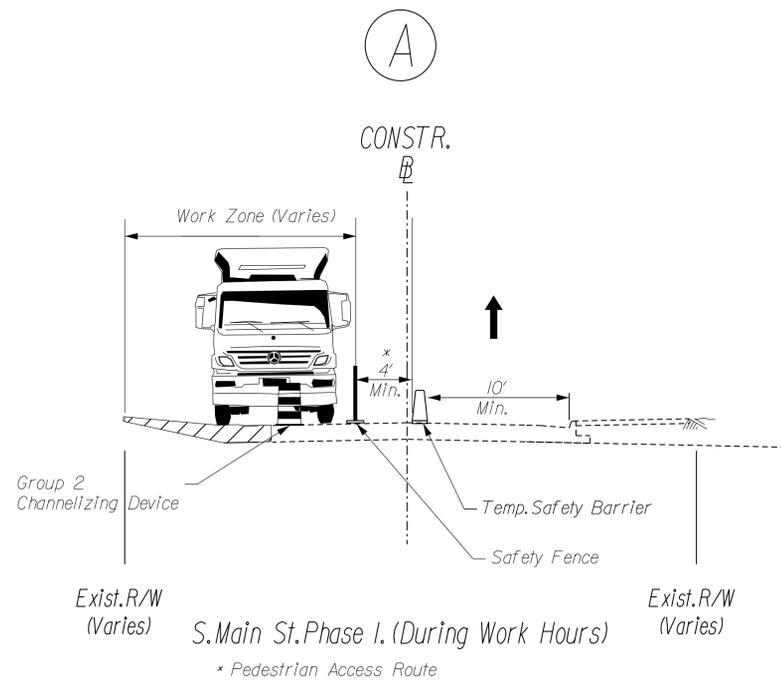
Utilize Figure TTC-28.0 (flagging at unsignalized intersection) or TTC-30.0 (flagging at signalized intersection) in order to construct sidewalk, traffic signal, lighting, and streetscape improvements at existing west side curb ramps, and intersection bumpouts on the east side of Main Street.

Complete the traffic signal construction at all project traffic signals.

Perform lane shift TTC-7.0 and install CG-12 ramp STA 17+80 left.

 <p style="font-size: small;">Engineers & Planners Since 1946</p>	REV	DATE	DESCRIPTION	BY	SCALE:	NTS	MAINSTREET STREETScape (PHASE 2) MAINTENANCE OF TRAFFIC SEQUENCE OF CONSTR. DEPT. OF PUBLIC WORKS CITY OF HARRISONBURG <small>320 EAST MOSBY ROAD HARRISONBURG, VIRGINIA</small>	SHEET 8 B
					DRAWN BY	DATE		
					MDL			
					CHECKED BY	DATE		
					RJD			
				DESIGN BY	DATE			
				MDL				
					TAX MAP			

SUGGESTED MAINTENANCE OF TRAFFIC PLAN TYPICAL SECTIONS



McCormick Taylor <small>Engineers & Planners Since 1946</small>	REV	DATE	DESCRIPTION	BY	SCALE:	NTS	MAINSTREET STREETScape (PHASE 2) MAINTENANCE OF TRAFFIC GENERAL NOTES DEPT. OF PUBLIC WORKS CITY OF HARRISONBURG 320 EAST MOSBY ROAD HARRISONBURG, VIRGINIA	SHEET 80

#DGN#
#DGNLEV

#REF001
#LEV001

#REF002
#LEV002

#REF003
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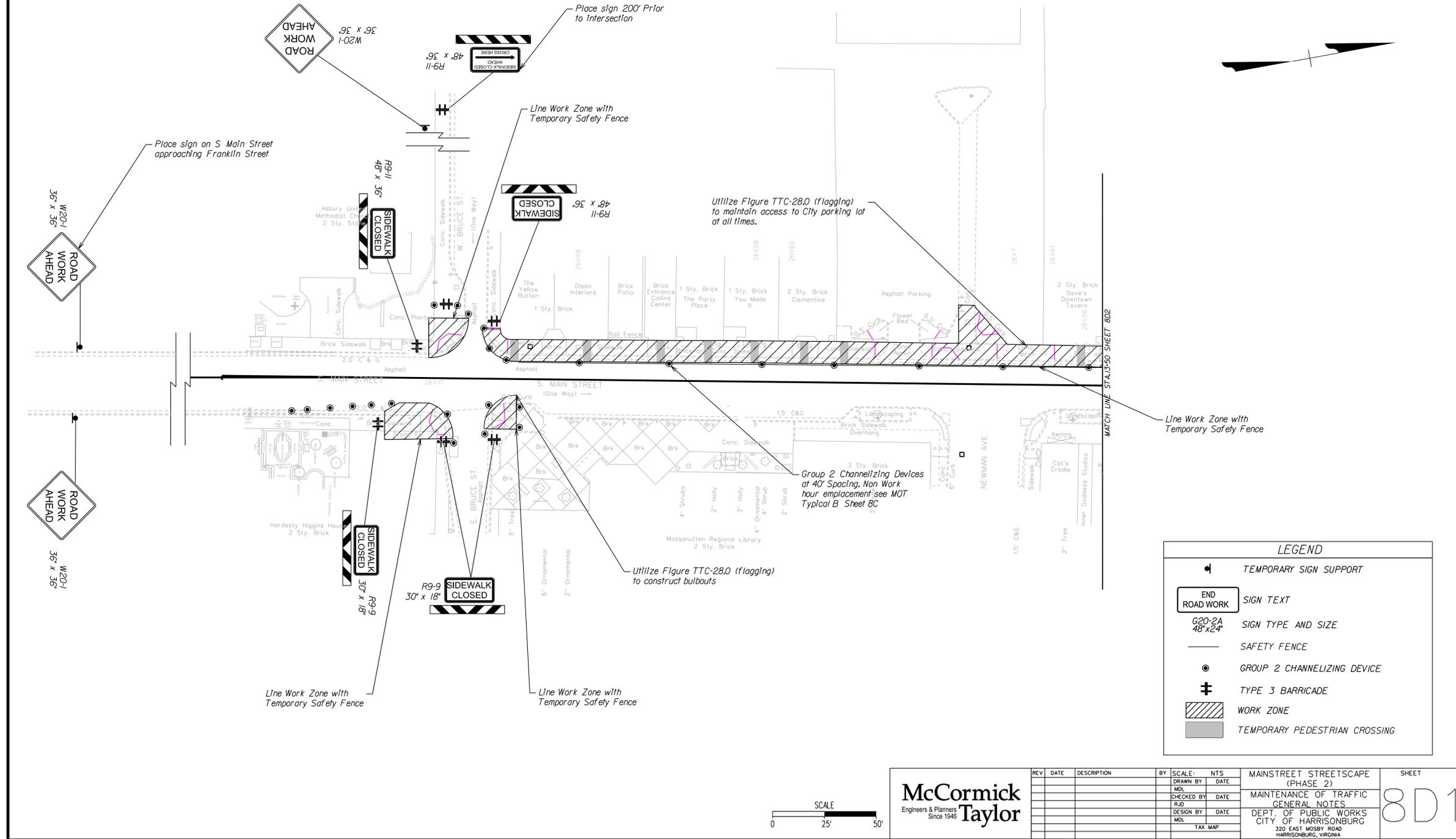
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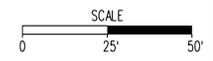
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SUGGESTED MAINTENANCE OF TRAFFIC

Phase 1: West Side of Main Street



LEGEND	
	TEMPORARY SIGN SUPPORT
	END ROAD WORK SIGN TEXT
	G20-2A 48'x24' SIGN TYPE AND SIZE
	SAFETY FENCE
	GROUP 2 CHANNELIZING DEVICE
	TYPE 3 BARRICADE
	WORK ZONE
	TEMPORARY PEDESTRIAN CROSSING



McCormick Taylor
Engineers & Planners
Since 1948

REV	DATE	DESCRIPTION	BY	SCALE	NTS

MAINSTREET STREETSCAPE
(PHASE 2)
MAINTENANCE OF TRAFFIC
GENERAL NOTES
DEPT. OF PUBLIC WORKS
CITY OF HARRISONBURG
320 EAST MOSBY ROAD
HARRISONBURG, VIRGINIA

SHEET
8D1

#TIMESTAMPS

#DGN#
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#REF001
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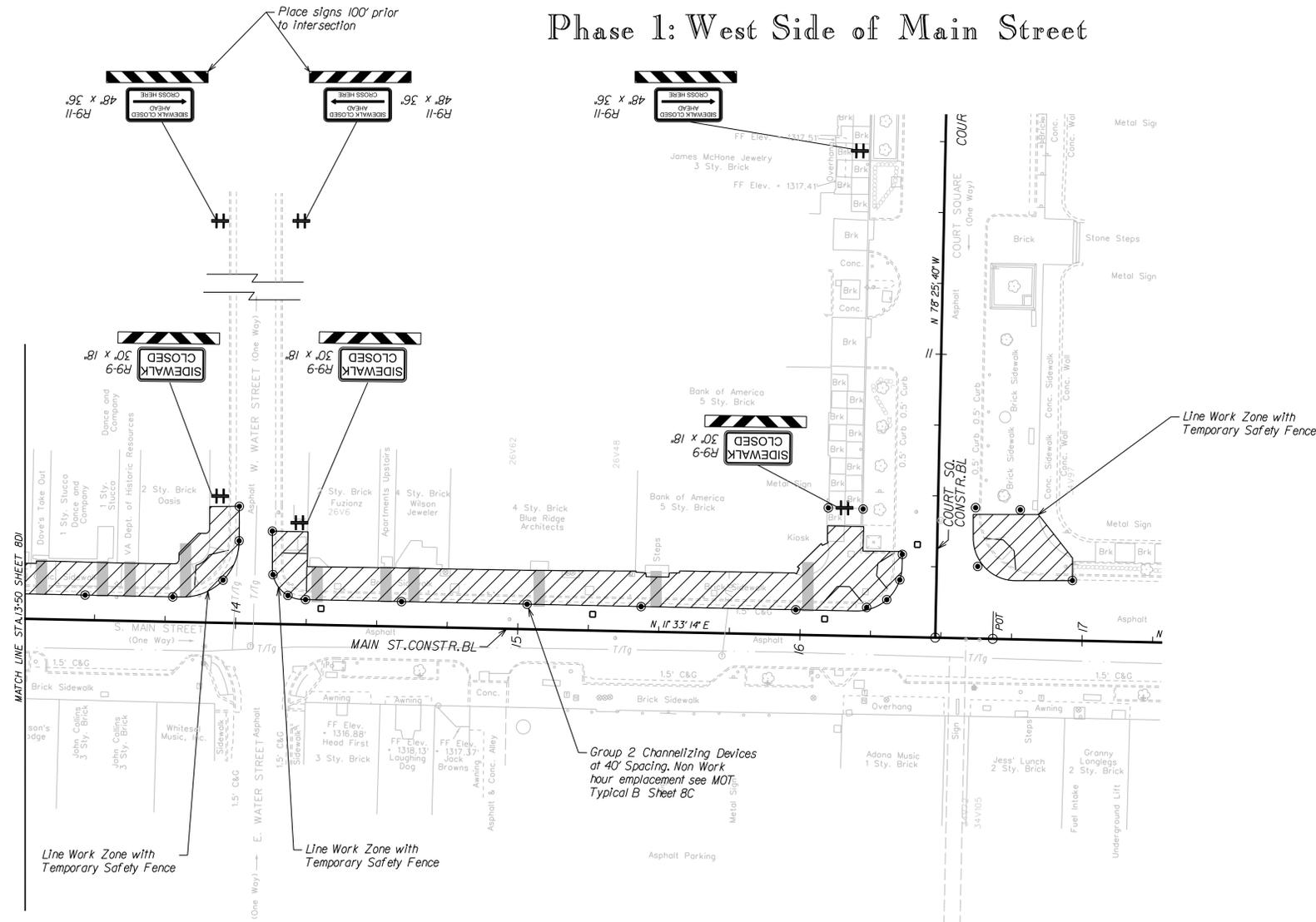
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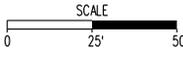
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SUGGESTED MAINTENANCE OF TRAFFIC

Phase 1: West Side of Main Street



LEGEND	
	TEMPORARY SIGN SUPPORT
	SIGN TEXT
	SIGN TYPE AND SIZE
	SAFETY FENCE
	GROUP 2 CHANNELIZING DEVICE
	TYPE 3 BARRICADE
	WORK ZONE
	TEMPORARY PEDESTRIAN CROSSING



McCormick Taylor
Engineers & Planners
Since 1946

REV	DATE	DESCRIPTION	BY	SCALE:	NTS
				DRAWN BY	DATE
				CHECKED BY	DATE
				DESIGN BY	DATE
				TAX MAP	

MAINSTREET STREETScape
(PHASE 2)
MAINTENANCE OF TRAFFIC
GENERAL NOTES
DEPT. OF PUBLIC WORKS
CITY OF HARRISONBURG
300 EAST MOSBY ROAD
HARRISONBURG, VIRGINIA

SHEET
8D2

STIMESSTAMPS

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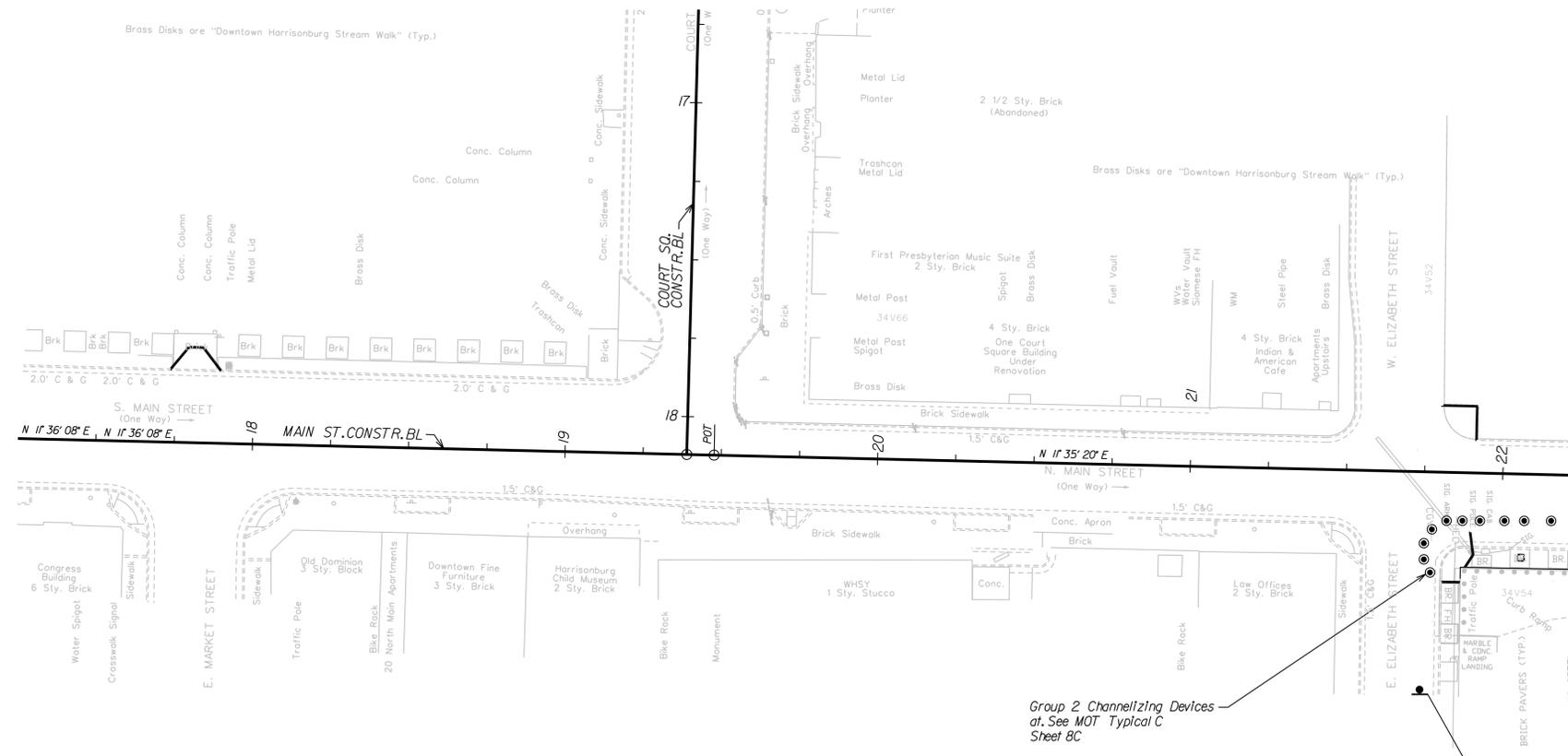
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SUGGESTED MAINTENANCE OF TRAFFIC Phase 2A: Wolfe Street Intersection & Signal (Additive)



Group 2 Channelizing Devices
at See MOT Typical C
Sheet 8C



LEGEND	
	TEMPORARY SIGN SUPPORT
	END ROAD WORK
	SIGN TEXT
	G20-2A 48"x24"
	SIGN TYPE AND SIZE
	SAFETY FENCE
	GROUP 2 CHANNELIZING DEVICE
	TYPE 3 BARRICADE
	WORK ZONE

\$TIMESTAMPS



McCormick Taylor Engineers & Planners Since 1946	REV	DATE	DESCRIPTION	BY	SCALE:	NTS	MAINSTREET STREETSCAPE (PHASE 2) MAINTENANCE OF TRAFFIC GENERAL NOTES DEPT. OF PUBLIC WORKS CITY OF HARRISONBURG 320 EAST MOSBY ROAD HARRISONBURG, VIRGINIA	SHEET 8D3
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					CHECKED BY	DATE		
					DESIGN BY	DATE		
					MDL	TAX MAP		

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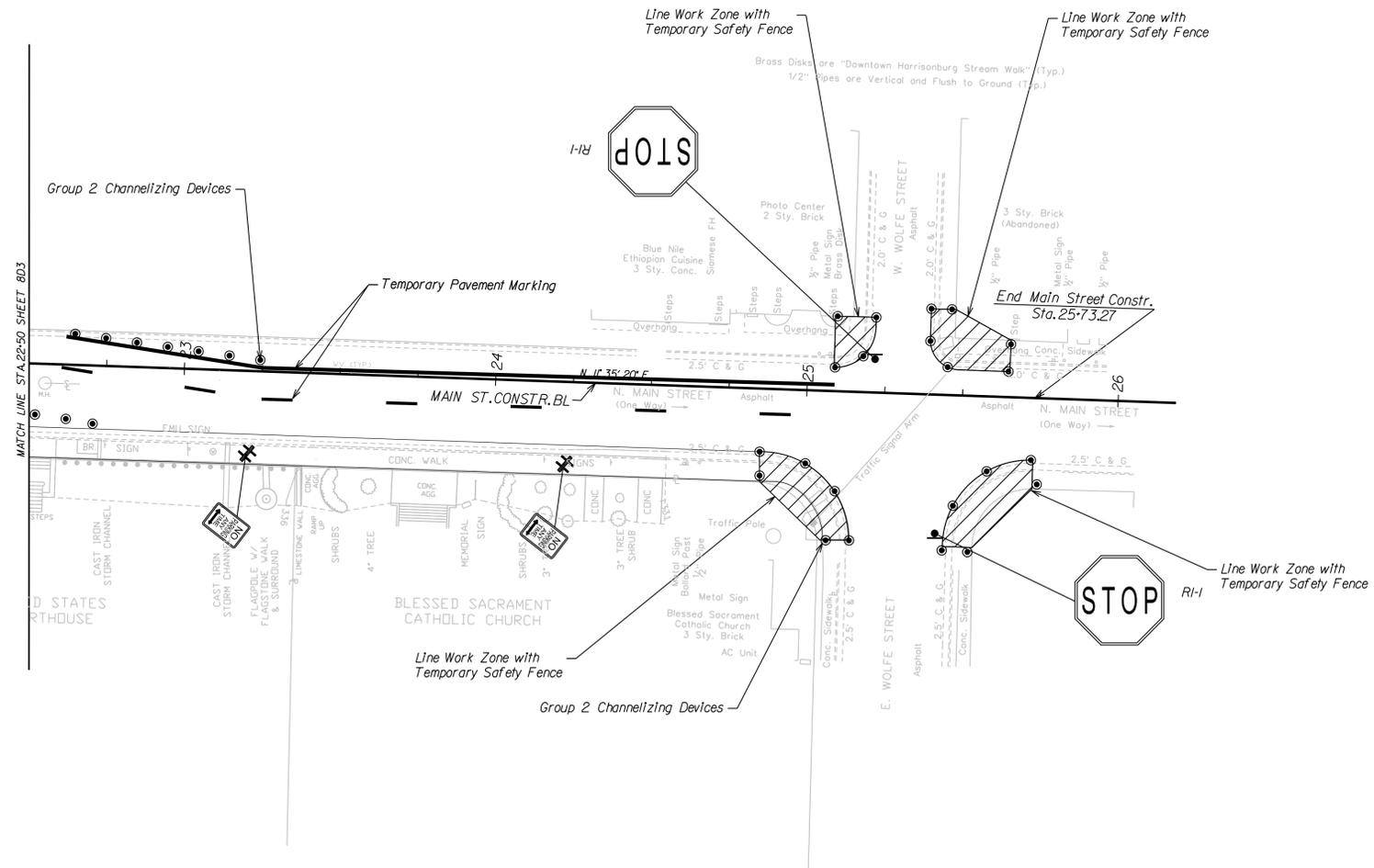
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SUGGESTED MAINTENANCE OF TRAFFIC Phase 2A: Wolfe Street Intersecton & Signal (Additive)



LEGEND	
	TEMPORARY SIGN SUPPORT
	SIGN TEXT
	SIGN TYPE AND SIZE
	GROUP 2 CHANNELIZING DEVICE
	TYPE 3 BARRICADE
	WORK ZONE



McCormick Taylor
Engineers & Planners
Since 1946

REV	DATE	DESCRIPTION	BY	SCALE:	NTS
				DRAWN BY	DATE
				CHECKED BY	DATE
				DESIGN BY	DATE
				TAX MAP	

MAINSTREET STREETScape
(PHASE 2)
MAINTENANCE OF TRAFFIC
GENERAL NOTES
DEPT. OF PUBLIC WORKS
CITY OF HARRISONBURG
320 EAST MOSBY ROAD
HARRISONBURG, VIRGINIA

SHEET
804

STAMP#

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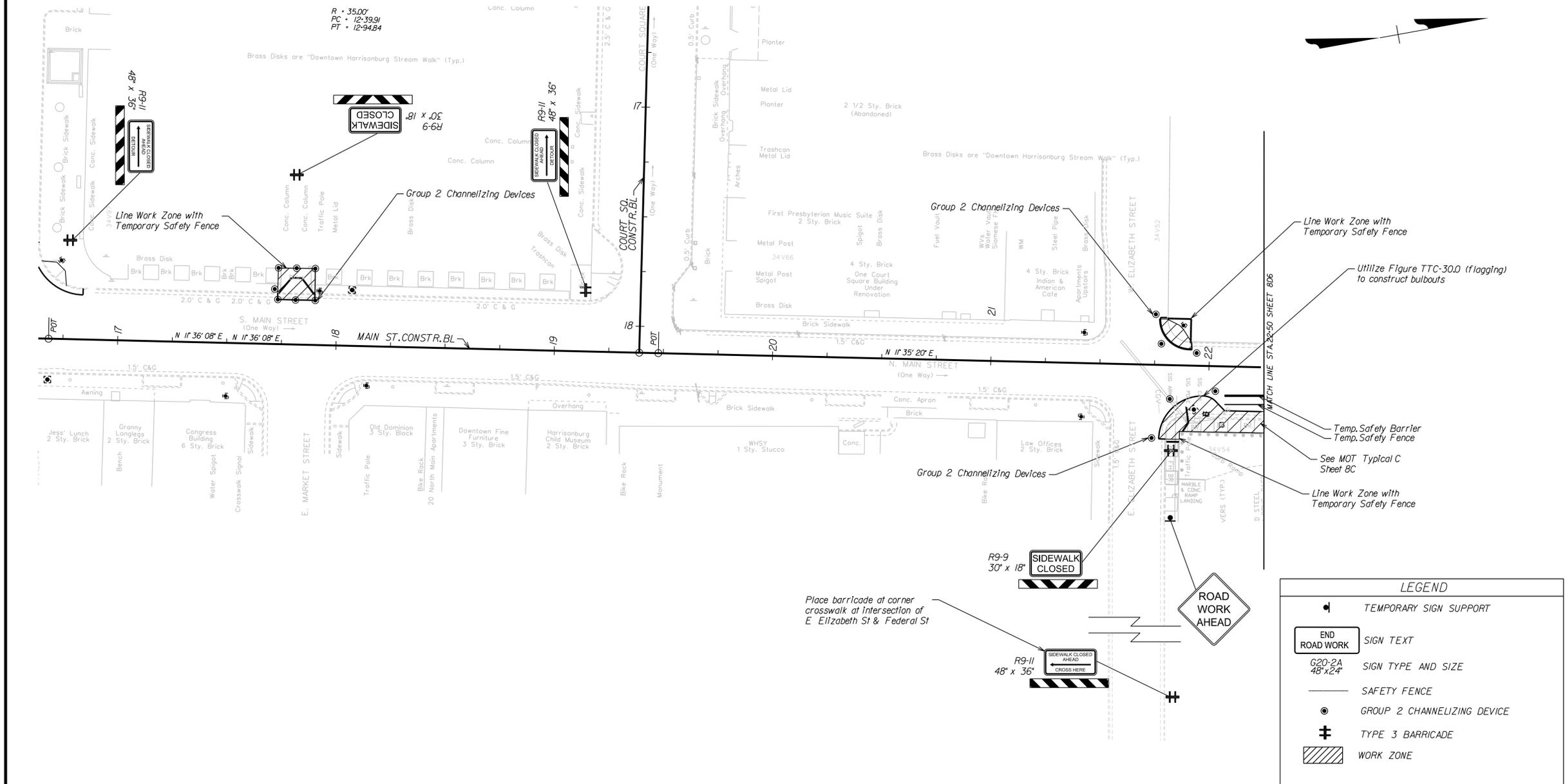
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SUGGESTED MAINTENANCE OF TRAFFIC

Phase 2B: East Side of Main Street

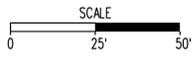


LEGEND	
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	END ROAD WORK
	SIGN TEXT
	G20-2A 48"x24"
	SAFETY FENCE
	GROUP 2 CHANNELIZING DEVICE
	TYPE 3 BARRICADE
	WORK ZONE

REV	DATE	DESCRIPTION	BY	SCALE:	NTS
				DRAWN BY	DATE
				CHECKED BY	DATE
				DESIGN BY	DATE
				MDL	
				TAX MAP	

MAINSTREET STREETScape
(PHASE 2)
MAINTENANCE OF TRAFFIC
GENERAL NOTES
DEPT. OF PUBLIC WORKS
CITY OF HARRISONBURG
320 EAST MOSBY ROAD
HARRISONBURG, VIRGINIA

SHEET
8D5



McCormick Taylor
Engineers & Planners
Since 1946

STIMES STAMPS

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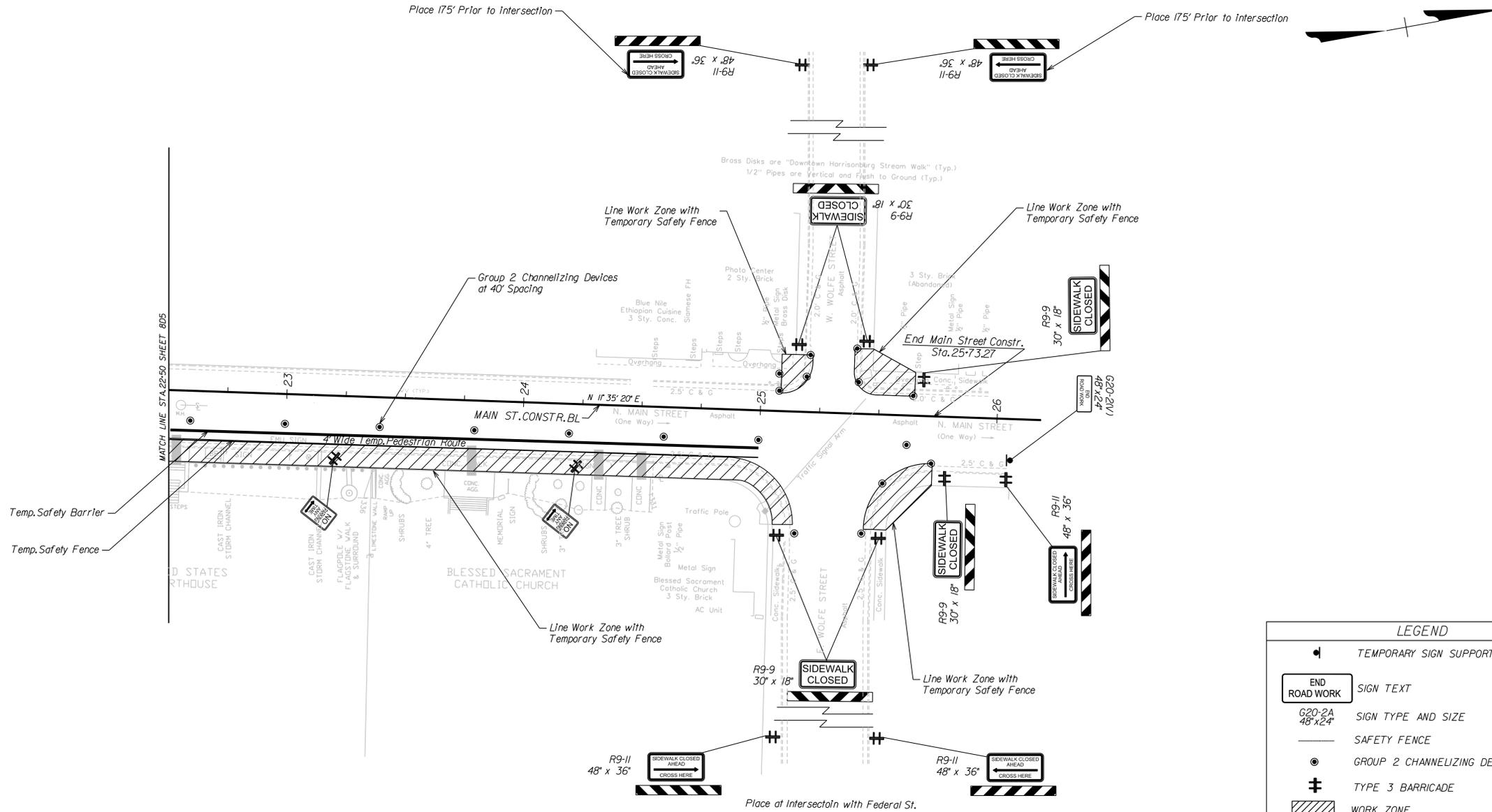
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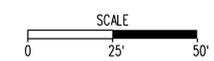
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SUGGESTED MAINTENANCE OF TRAFFIC Phase 2B: East Side of Main Street



LEGEND	
	TEMPORARY SIGN SUPPORT
	SIGN TEXT
	SIGN TYPE AND SIZE
	SAFETY FENCE
	GROUP 2 CHANNELIZING DEVICE
	TYPE 3 BARRICADE
	WORK ZONE
	TEMPORARY PEDESTRIAN CROSSING



McCormick Engineers & Planners Since 1946 Taylor	REV	DATE	DESCRIPTION	BY	SCALE:	NTS
					DRAWN BY	DATE
					MDL	
					CHECKED BY	DATE
					RJD	
					DESIGN BY	DATE
				MDL		
					TAX MAP	

MAINSTREET STREETScape
(PHASE 2)
MAINTENANCE OF TRAFFIC
GENERAL NOTES
DEPT. OF PUBLIC WORKS
CITY OF HARRISONBURG
320 EAST MOSBY ROAD
HARRISONBURG, VIRGINIA

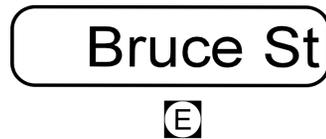
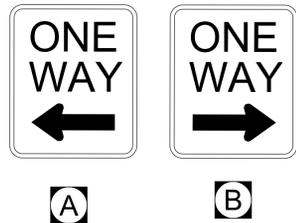
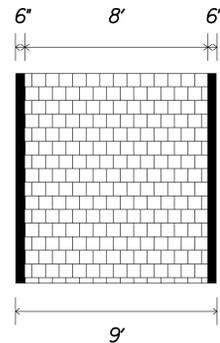
SHEET
806

8TIMES/STAMP

SIGNING AND PAVEMENT MARKING PLAN

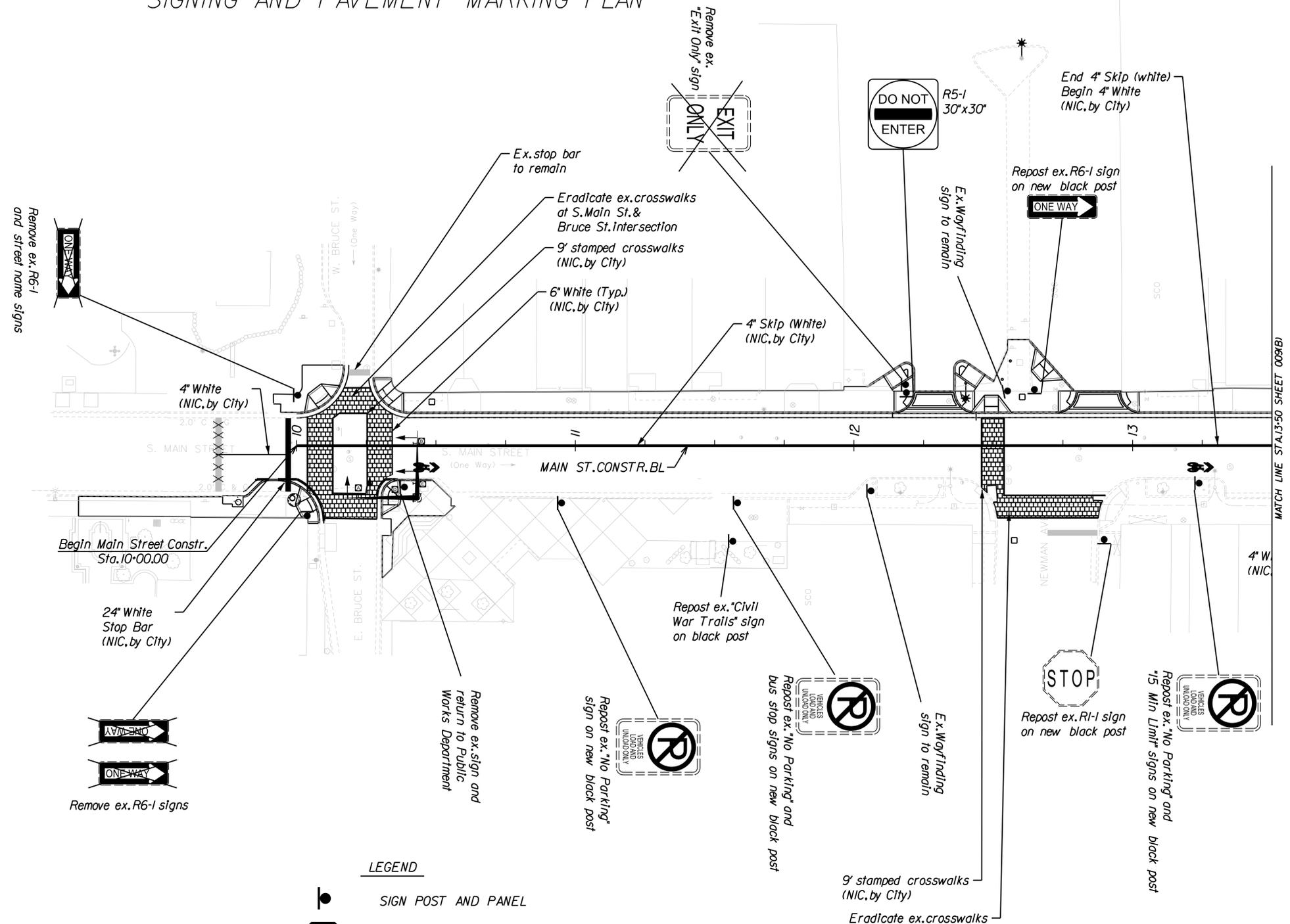


STAMPED ASPHALT CROSSWALK DETAIL



GENERAL NOTES

1. Sign locations are to be staked by the Contractor and approved by the Engineer prior to installation.
2. Unless otherwise approved by the Engineer, existing traffic signs which are to be removed shall remain in place until the new sign post and critical sign message are in place.
3. Unless otherwise indicated on the plans, all breakaway sign posts shall be located within 25 feet of the sign's current field location or as directed by the Engineer.
4. Pavement markings shall be Type B, Class 1 marking unless otherwise noted.
5. Existing pavement markings that conflict with proposed pavement markings shall be eradicated as directed by the Engineer.
6. All signs shall be erected on black powder-coated 2"x2" square channel steel posts without holes. The posts shall be topped with silver pyramidal caps (2"x2" cast aluminum rain cap, Korman Item no. HCC22 or equivalent).
7. Completely eradicate pavement markings on existing Main Street from STA 9+75 to STA 16+83.71.
8. All skip lines shall be 4" white, 10' lines with 30' spacing and all mini-skip lines shall be 4" white, 2' lines with 4' spacing.
9. All pavement striping and stamping to be completed by City forces.

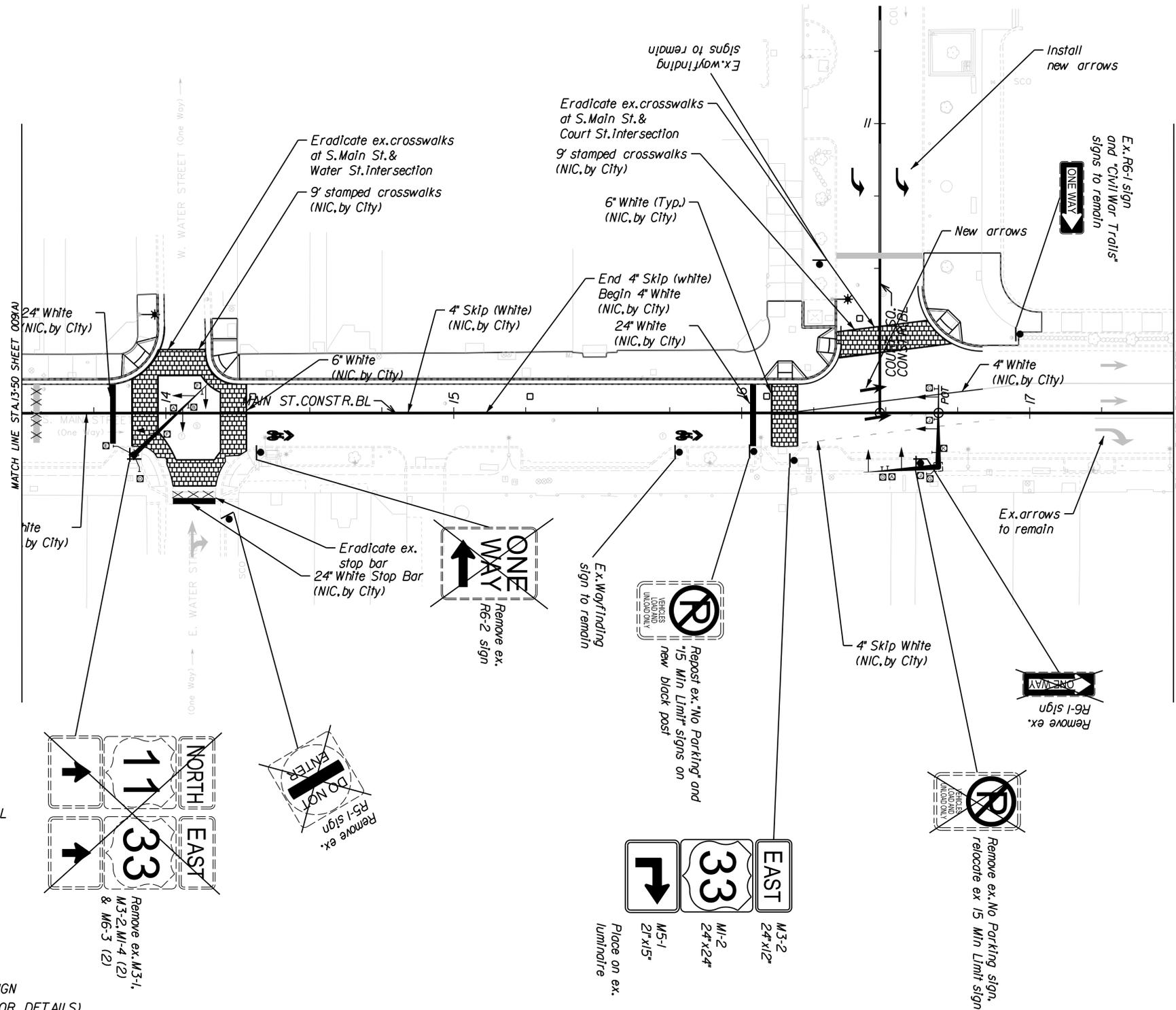


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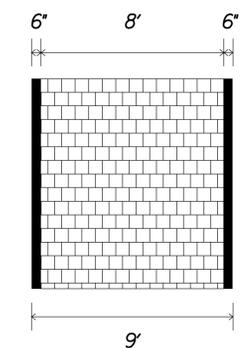
- SIGN POST AND PANEL
- PROPOSED SIGN
- EXISTING SIGN
- MAST-ARM-MOUNTED SIGN
(SEE SIGNAL PLANS FOR DETAILS)

	REV	DATE	DESCRIPTION	BY	SCALE: 1" = 20'	MAIN STREET STREETSCAPE (PHASE 2) STREETSCAPE PLAN STA. 10+00-13+50 DEPT. OF PUBLIC WORKS CITY OF HARRISONBURG 320 EAST MOSBY ROAD HARRISONBURG, VIRGINIA	SHEET 9(A)
					DRAWN BY DATE		
					CHECKED BY DATE		
					DESIGN BY DATE		
					TAX MAP		

SIGNING AND PAVEMENT MARKING PLAN

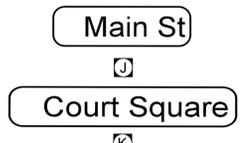
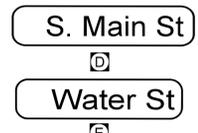
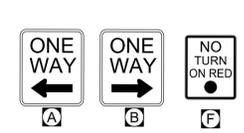
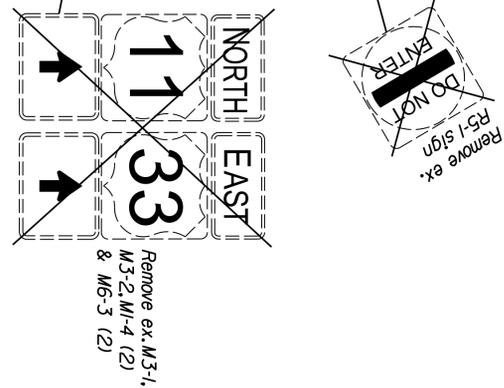


STAMPED ASPHALT CROSSWALK DETAIL



LEGEND

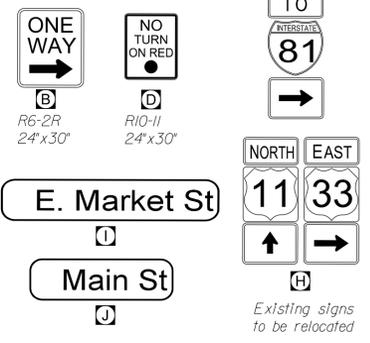
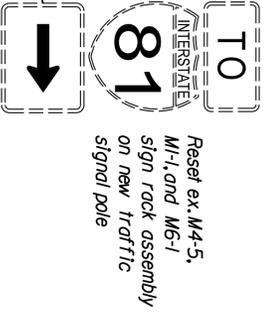
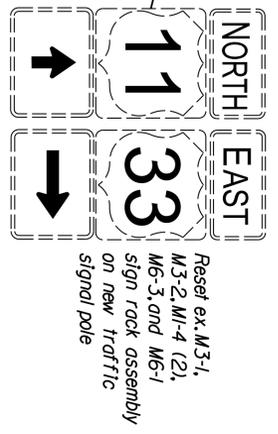
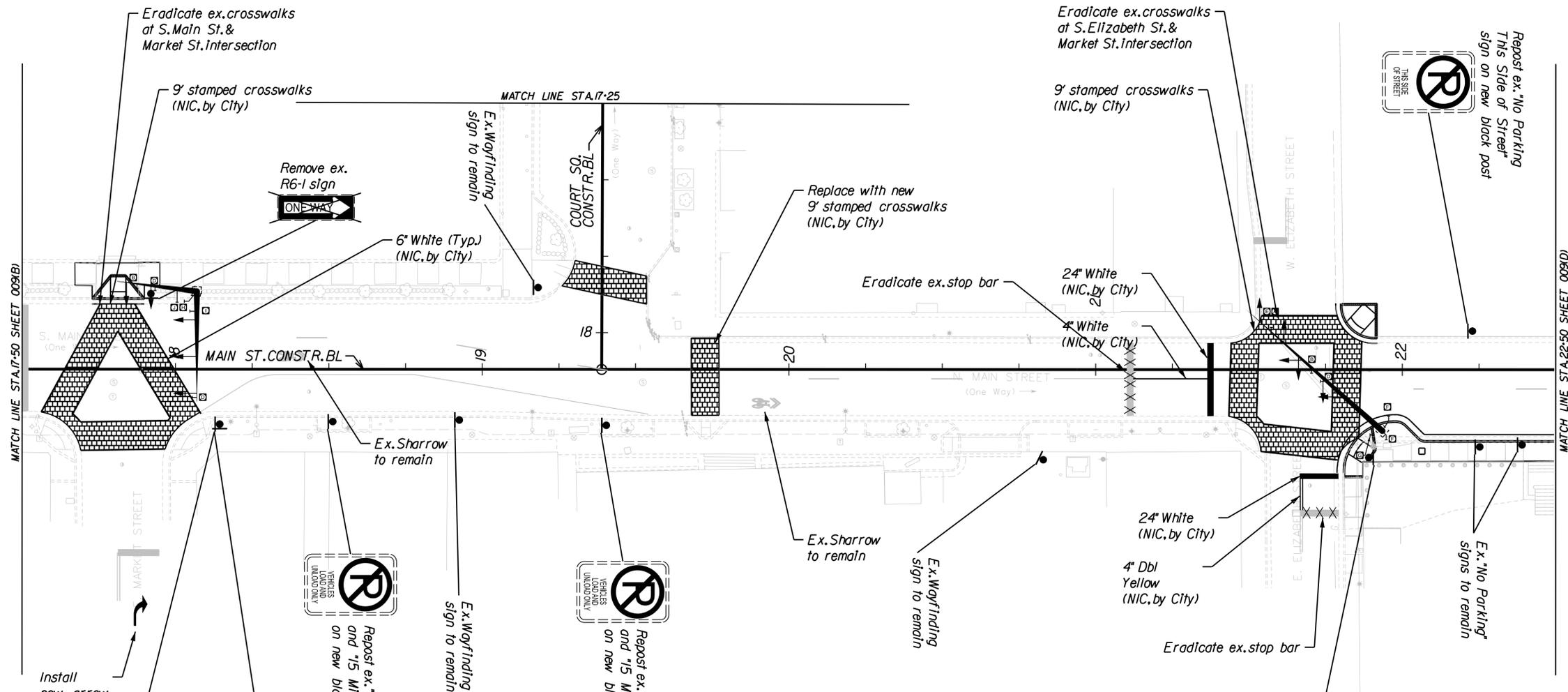
- SIGN POST AND PANEL
- PROPOSED SIGN
- EXISTING SIGN
- MAST-ARM-MOUNTED SIGN
(SEE SIGNAL PLANS FOR DETAILS)



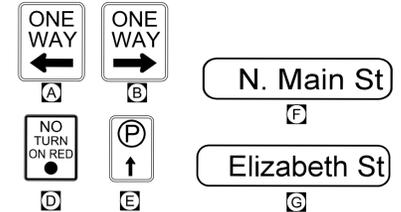
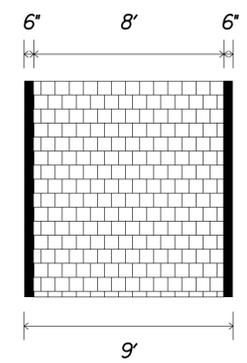
McCormick Taylor
Engineers & Planners Since 1946

REV	DATE	DESCRIPTION	BY	SCALE:	1" = 20'	MAIN STREET STREETSCAPE (PHASE 2)	SHEET
				DRAWN BY	DATE		
				CHECKED BY	DATE		
				DESIGN BY	DATE	DEPT. OF PUBLIC WORKS CITY OF HARRISONBURG 320 EAST MOSBY ROAD HARRISONBURG, VIRGINIA	
				JRD	TAX MAP		

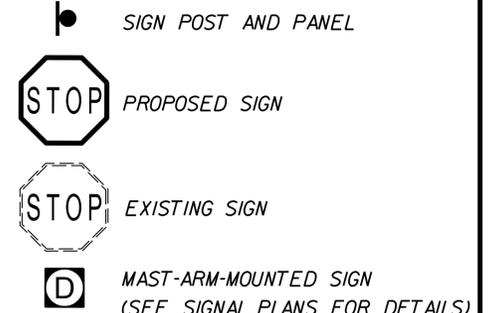
SIGNING AND PAVEMENT MARKING PLAN



STAMPED ASPHALT CROSSWALK DETAIL

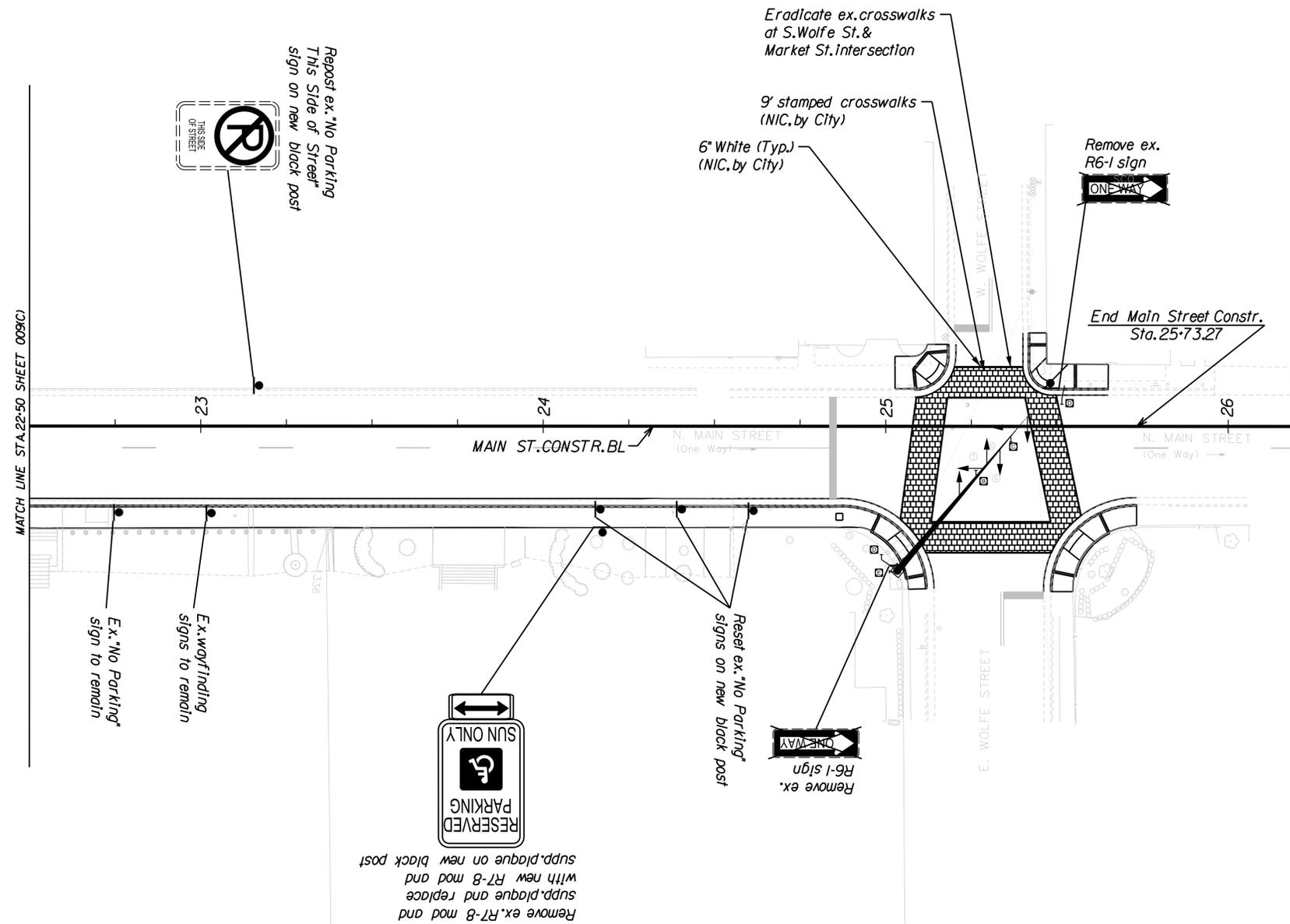


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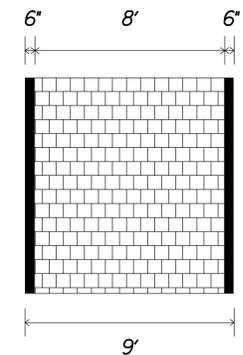


McCormick Taylor Engineers & Planners Since 1946		REV	DATE	DESCRIPTION	BY	SCALE: 1" = 20'	MAIN STREET STREETSCAPE (PHASE 2) STREETSCAPE PLAN STA. 17+50-22+50 DEPT. OF PUBLIC WORKS CITY OF HARRISONBURG 320 EAST MOSBY ROAD HARRISONBURG, VIRGINIA	SHEET 9(C)

SIGNING AND PAVEMENT MARKING PLAN

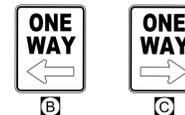


STAMPED ASPHALT CROSSWALK DETAIL



LEGEND

- SIGN POST AND PANEL
- PROPOSED SIGN
- EXISTING SIGN
- MAST-ARM-MOUNTED SIGN
(SEE SIGNAL PLANS FOR DETAILS)



N. Main St
D

Wolfe St
E

McCormick Taylor <small>Engineers & Planners Since 1946</small>	REV	DATE	DESCRIPTION	BY	SCALE: 1" = 20'	MAIN STREET STREETSCAPE (PHASE 2) STREETScape PLAN STA. 22+50-26+25 DEPT. OF PUBLIC WORKS CITY OF HARRISONBURG 320 EAST MOSBY ROAD HARRISONBURG, VIRGINIA	SHEET 9(D)
					DRAWN BY		
					CHECKED BY		
					DESIGN BY		
					TAX MAP		

Erosion Sediment Control Narrative

PROJECT DESCRIPTION

The purpose of this project is to reconstruct sidewalk, curb and gutter, pedestrian crossings, and traffic signals in downtown Harrisonburg, Virginia. The site is located in the City of Harrisonburg, Virginia along Main Street. From the intersection with Bruce Street to the intersection of Wolfe Street. The work areas will include the east and west sides of Main Street from the curb line to the edge of any adjoining buildings. A total of 0.7± acres will be disturbed during construction.

EXISTING SITE CONDITIONS

The site is urban consisting of asphalt streets and concrete sidewalk. The east side is bordered with small areas of grass cover at the City Courthouse, US District Court, and Catholic Church. The project is not disturbing these areas. The area is generally flat with no significant slopes.

ADJACENT PROPERTY

The majority of the site is bordered by approximately 15 commercial properties. The US District courthouse and a Catholic church border the site to the east from the intersection of Main St. and Elizabeth St. to the intersection of Main St. and Wolfe St.

OFF-SITE AREA

If cut/fill is to be imported or exported, it is to be taken to/from an approved ESC site.

SOILS

(24B2): Endcav silt loam, 2 to 7% slopes, eroded. Land consists of gently sloping, well drained soils on ridgetops, hills, and side slopes. The areas of this soil are rectangular and range from 3 to 40 acres. Many have shallow drainage ways about 100 to 300 feet apart. Typically the surface layer is dark yellowish brown silt loam about 7 inches thick. The subsoil is strong brown and yellowish brown clay 50 inches thick. Limestone bedrock is at a depth of 57 inches. The permeability of these soils is slow, and the available water capacity is moderate. Runoff is medium. The subsoil has a high shrink-swell potential. K value for the Endcav soils, K=0.37 for 0 to 7 inches, K=0.20 for 7 to 57 inches depth.

(73): Urban Land. Soils that have been covered by streets, parking lots, and buildings. Areas mainly near towns and cities, and are not assigned to a capability subclass.

CRITICAL EROSION AREAS

There are no critical erosion areas.

EROSION & SEDIMENT CONTROL MEASURES

Unless otherwise indicated, all vegetative and structural erosion and sediment control practices shall be constructed and maintained according to the minimum standards and specifications of the Virginia Erosion and Sediment Control Regulations, latest edition. The minimum standards of the handbook shall be adhered to unless otherwise waived or approved by a variance.

STRUCTURAL PRACTICES

1. Storm Drain Inlet Protection-3.07
A sediment filter located at the inlet to storm sewer culverts, used to prevent sediment from entering and accumulating in and being transferred by a culvert and associated drainage system prior to permanent stabilization of a disturbed project area.
2. Other practices shall be provided if determined by the Engineer or City E&SC Administrator.

VEGETATIVE PRACTICES

1. Top soiling (stockpile)
Topsoil will be stripped from areas to be graded and stockpiled for later use and will be stabilized by silt fencing, or seeding with appropriate seed mix for the time of year.
2. Erosion Control Blankets or Mulch and Seeding
Erosion control blankets (VDOT Standard EC-2), if needed, will be installed over fill slopes greater than 2.5:1 which have been brought to final grade and have been seeded to protect the slopes from rill and gully erosion and to allow seed to germinate properly. Mulch (straw or fiber) will be used on relatively flat areas and will be applied as a second step in the seeding operation.

MANAGEMENT STRATEGIES

1. Sediment trapping measures to be installed prior to any excavation on site
2. Construction will be sequenced so that existing cover will not be disturbed anymore than necessary.
3. Construction will be sequenced so that grading operations can begin and end as quickly as possible.
4. Temporary seeding or other stabilization will follow immediately after grading.
5. Areas, which are to be disturbed, will be clearly marked by flags, signs, etc.
6. The job superintendent shall be responsible for the installation and maintenance of all erosion and sediment control practices.
7. After achieving adequate stabilization to the satisfaction of the E&SC Administrator, the temporary E&S controls will be cleaned up.

PERMANENT STABILIZATION

All areas disturbed by construction and not otherwise stabilized, shall be stabilized with permanent seeding within 7 days following finish grading. Seeding shall be done according to standard & specification 3.32, PERMANENT SEEDING, of the handbook. Seeding shall be applied depending on time of the year according to E & S C handbook specifications. In all seeding operations, seed, fertilizer, and lime will be applied prior to mulching. Erosion control blankets will be installed over fill slopes which have been brought to final grade and have been seeded to protect the slopes from rill and gully erosion and to allow seed to germinate properly. Mulch (straw or fiber) will be used on relatively flat areas. In all seeding operations, seed, fertilizer, and lime will be applied prior to mulching.

	REV	DATE	DESCRIPTION	BY	SCALE: 1" = 20'	MAIN STREET STREETSCAPE (PHASE 2) E&S-GRADE PLAN STA. 10+00-13+50 DEPT. OF PUBLIC WORKS CITY OF HARRISONBURG 320 EAST MOSBY ROAD HARRISONBURG, VIRGINIA	SHEET 10(1)
					DRAWN BY		
					MAY		
					CHECKED BY		
					RJD		
					DESIGN BY		
				JRD	DATE		
					TAX MAP		

Erosion Sediment Control Notes & Details

1. Permanent or temporary soil stabilization shall be applied to denuded areas within seven days after final grade is reached on any portion of the site. Temporary soil stabilization shall be applied within seven days to denuded areas that may not be at final grade but will remain dormant for longer than 30 days. Permanent stabilization shall be applied to areas that are to be left dormant for more than one year.

2. During construction of the project, soil stockpiles and borrow areas shall be stabilized or protected with sediment trapping measures. The applicant is responsible for the temporary protection and permanent stabilization of all soil stockpiles on site as well as borrow areas and soil intentionally transported from the project site.

3. A permanent vegetative cover shall be established on denuded areas not otherwise permanently stabilized. Permanent vegetation shall not be considered established until a ground cover is achieved that, is uniform, mature enough to survive and will inhibit erosion.

4. Sediment basins and traps, perimeter dikes, sediment barriers and other measures intended to trap sediment shall be constructed as a first step in any land-disturbing activity and shall be made functional before upslope land disturbance takes place.

5. Stabilization measures shall be applied to earthen structures such as dams, dikes and diversions immediately after installation.

6. Sediment traps and sediment basins shall be designed and constructed based upon the total drainage area to be served by the trap or basin.

a. The minimum storage capacity of a sediment trap shall be 134 cubic yards per acre of drainage area and the trap shall only control drainage areas less than three acres.

b. Surface runoff from disturbed areas that is comprised of flow from drainage areas greater than or equal to three acres shall be controlled by a sediment basin. The minimum storage capacity of a sediment basin shall be 134 cubic yards per acre of drainage area. The outfall system shall, at a minimum, maintain the structural integrity of the basin during a twenty-five year storm of 24-hour duration. Runoff coefficients used in runoff calculations shall correspond to a bare earth condition or those conditions expected to exist while the sediment basin is utilized.

7. Cut and fill slopes shall be designed and constructed in a manner that will minimize erosion. Slopes that are found to be eroding excessively within one year of permanent stabilization shall be provided with additional slope stabilizing measures until the problem is corrected.

8. Concentrated runoff shall not flow down cut or fill slopes unless contained within an adequate temporary or permanent channel, flume or slope drain structure.

9. Whenever water seeps from a slope face, adequate drainage or other protection shall be provided.

10. All storm sewer inlets that are made operable during construction shall be protected so that sediment-laden water cannot enter the conveyance system without first being filtered or otherwise treated to remove sediment.

11. Before newly constructed stormwater conveyance channels or pipes are made operational, adequate outlet protection and any required temporary or permanent channel lining shall be installed in both the conveyance channel and receiving channel.

12. When work in a live watercourse is performed, precautions shall be taken to minimize encroachment, control sediment transport and stabilize the work area to the greatest extent possible during construction. Nonerodible material shall be used for the construction of causeways and cofferdams. Earthen fill may be used for these structures if armored by nonerodible cover materials.

13. When a live watercourse must be crossed by construction vehicles more than twice in any six-month period, a temporary vehicular stream crossing constructed of nonerodible material shall be provided.

14. All applicable federal, state and local regulations pertaining to working in or crossing live watercourses shall be met.

15. The bed and banks of a watercourse shall be stabilized immediately after work in the watercourse is completed.

16. Underground utility lines shall be installed in accordance with the following standards in addition to other applicable criteria:

- No more than 500 linear feet of trench may be opened at one time.
- Excavated material shall be placed on the uphill side of trenches.
- Effluent from dewatering operations shall be filtered or passed through an approved sediment trapping device, or both, and discharged in a manner that does not adversely affect flowing streams or off-site property.
- Material used for backfilling trenches shall be properly compacted in order to minimize erosion and promote stabilization.
- Restabilization shall be accomplished in accordance with these regulations.
- Applicable safety regulations shall be complied with.

17. Where construction vehicle access routes intersect paved or public roads, provisions shall be made to minimize the transport of sediment by vehicular tracking onto the paved surface. Where sediment is transported onto a paved or public road surface, the road surface shall be cleaned thoroughly at the end of each day. Sediment shall be removed from the roads by shoveling or sweeping and transported to a sediment control disposal area. Street washing shall be allowed only after sediment is removed in this manner. This provision shall apply to individual development lots as well as to larger land-disturbing activities.

18. All temporary erosion and sediment control measures shall be removed within 30 days after final site stabilization or after the temporary measures are no longer needed, unless otherwise authorized by the local program authority. Trapped sediment and the disturbed soil areas resulting from the disposition of temporary measures shall be permanently stabilized to prevent further erosion and sedimentation.

19. Properties and waterways downstream from development sites shall be protected from sediment deposition, erosion and damage due to increases in volume, velocity and peak flow rate of stormwater runoff for the stated frequency storm of 24-hour duration in accordance with the following standards and criteria:

- Concentrated stormwater runoff leaving a development site shall be discharged directly into an adequate natural or man-made receiving channel, pipe or storm sewer system. For those sites where runoff is discharged into a pipe or pipe system, downstream stability analyses at the outfall of the pipe or pipe system shall be performed.
- Adequacy of all channels and pipes shall be verified in the following manner:
 - The applicant shall demonstrate that the total drainage area to the point of analysis within the channel is one hundred times greater than the contributing drainage area of the project in question; or
 - (a) Natural channels shall be analyzed by the use of a two-year storm to verify that stormwater will not overtop channel banks nor cause erosion of channel bed or banks; and
(b) All previously constructed man-made channels shall be analyzed by the use of a ten-year storm to verify that stormwater will not overtop its banks and by the use of a two-year storm to demonstrate that stormwater will not cause erosion of channel bed or banks; and
(c) Pipes and storm sewer systems shall be analyzed by the use of a ten-year storm to verify that stormwater will be contained within the pipe or system.

c. If existing natural receiving channels or previously constructed man-made channels or pipes are not adequate, the applicant shall:

- Improve the channel to a condition where a ten-year storm will not overtop the banks and a two-year storm will not cause erosion to the channel bed or banks; or
- Improve the pipe or pipe system to a condition where the ten-year storm is contained within the appurtenances; or
- Develop a site design that will not cause the pre-development peak runoff rate from a two-year storm to increase when runoff outfalls into a natural channel or will not cause the pre-development peak runoff rate from a ten-year storm to increase when runoff outfalls into a man-made channel; or
- Provide a combination of channel improvement, stormwater detention or other measures which is satisfactory to the plan-approving authority to prevent downstream erosion.

d. The applicant shall provide evidence of permission to make the improvements.

e. All hydrologic analyses shall be based on the existing watershed characteristics and the ultimate development of the subject project.

f. If the applicant chooses an option that includes stormwater detention he shall obtain approval from the locality of a plan for maintenance of the detention facilities. The plan shall set forth the maintenance requirements of the facility and the person responsible for performing the maintenance.

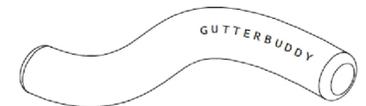
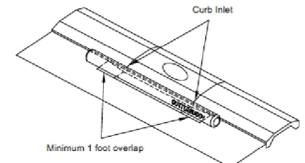
g. Outfall from a detention facility shall be discharged to a receiving channel, and energy dissipators shall be placed at the outfall of all detention facilities as necessary to provide a stabilized transition from the facility to the receiving channel.

h. All on-site channels must be verified to be adequate.

i. Increased volumes of sheet flows that may cause erosion or sedimentation on adjacent property shall be diverted to a stable outlet, adequate channel, pipe or pipe system, or to a detention facility.

j. In applying these stormwater runoff criteria, individual lots or parcels in a residential, commercial or industrial development shall not be considered to be separate development projects. Instead, the development, as a whole, shall be considered to be a single development project. Hydrologic parameters that reflect the ultimate development condition shall be used in all engineering calculations.

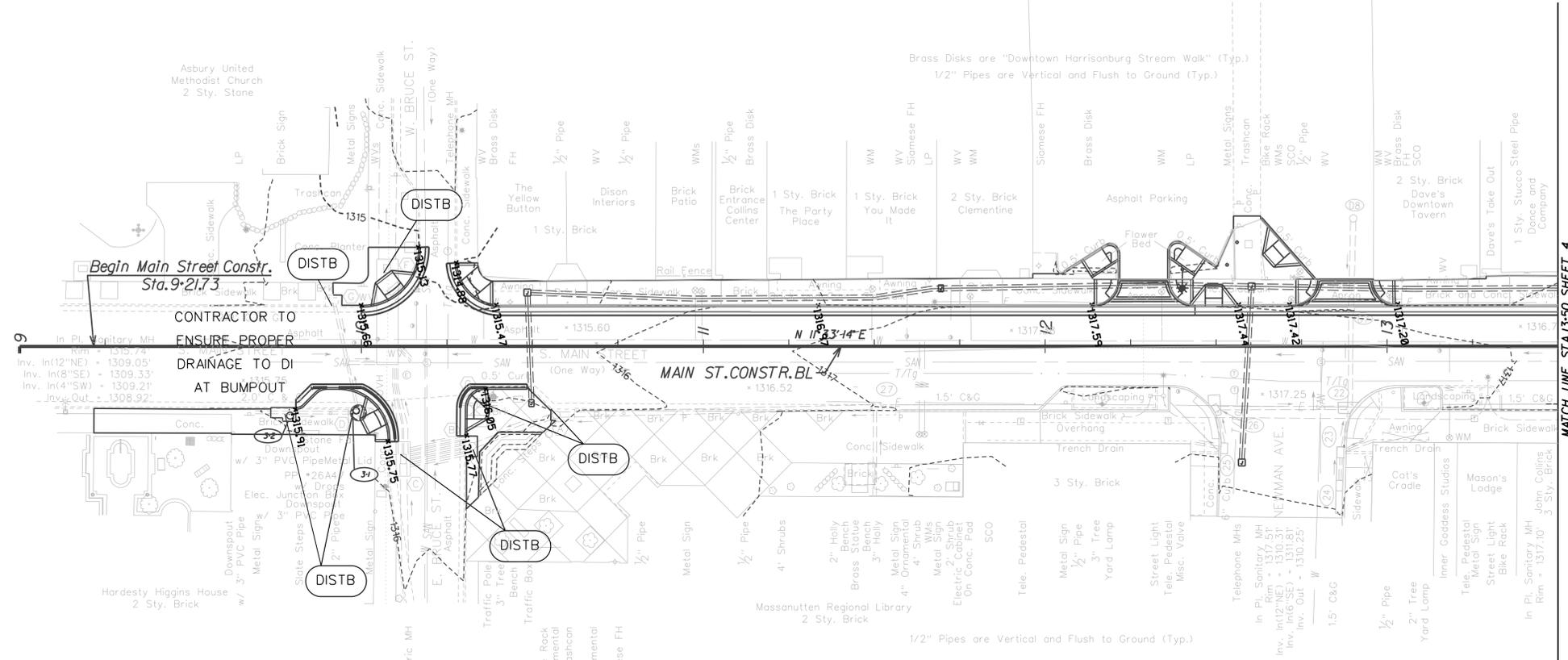
k. All measures used to protect properties and waterways shall be employed in a manner which minimizes impacts on the physical, chemical and biological integrity of rivers, streams and other waters of the state.



**DROP INLET PROTECTION
(GUTTER BUDDY OR
EQUIVALENT)** N.T.S.

LEGEND	
	Denotes Temporary Super Silt Fence (Silt Fence with Wire Support, VESCH 3.05)
	Denotes Inlet Protection, Type A: St'd EC-6
	Denotes Inlet Protection, Type B: St'd EC-6
	Denotes Existing Inlet Protection, (Requires Clean out and Rebuild)

	REV	DATE	DESCRIPTION	BY	SCALE: 1" = 20'	MAIN STREET STREETScape (PHASE 2) E&S-GRADE PLAN STA. 10+00-13+50 DEPT. OF PUBLIC WORKS CITY OF HARRISONBURG 320 EAST MOSBY ROAD HARRISONBURG, VIRGINIA	SHEET 10(2)
					DRAWN BY DATE		
					CHECKED BY DATE		
					DESIGN BY DATE		
					TAX MAP		

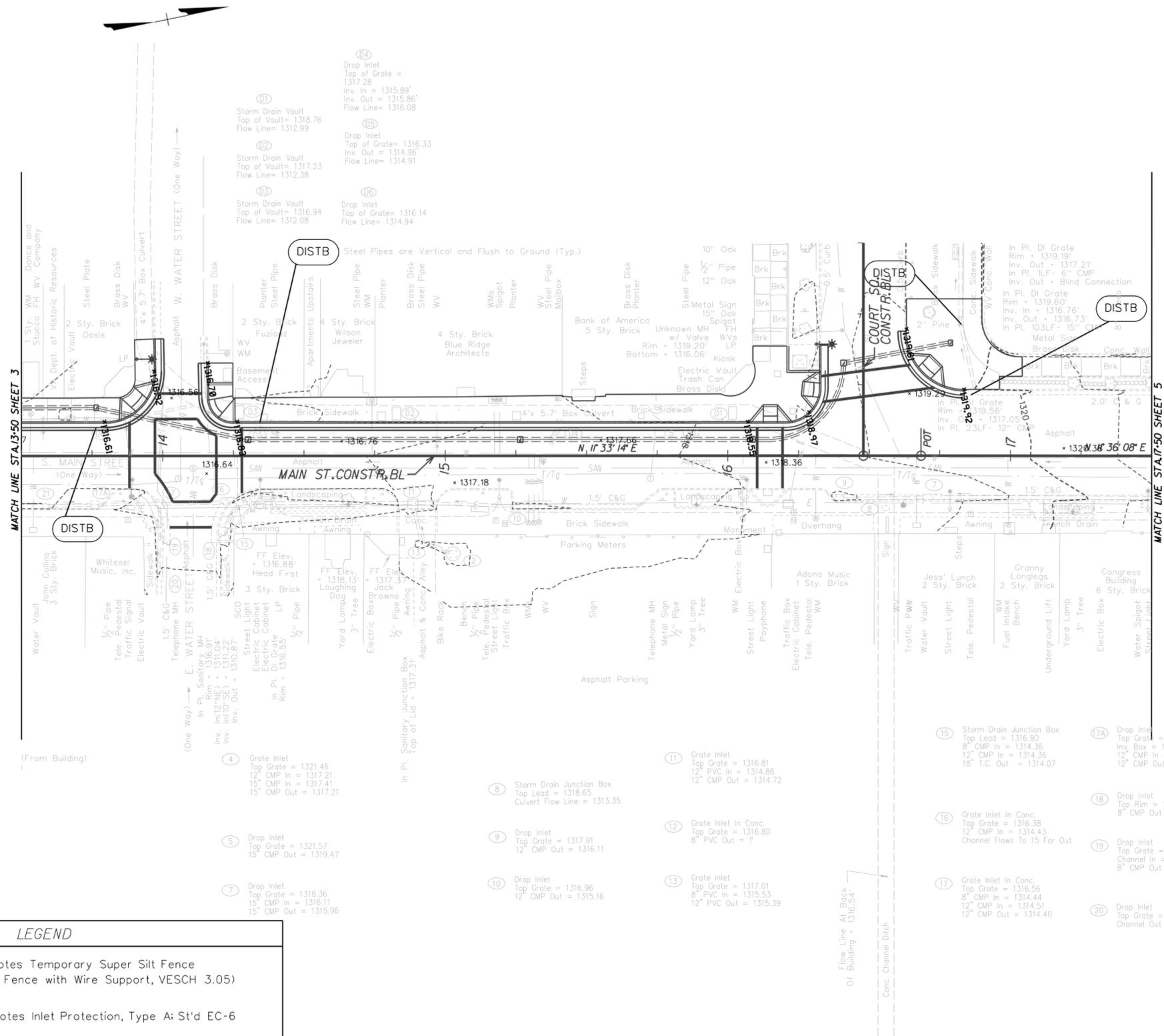


MATCH LINE STA. 13+50 SHEET 4

LEGEND	
	Denotes Temporary Super Silt Fence (Silt Fence with Wire Support, VESCH 3.05)
	Denotes Inlet Protection, Type A: St'd EC-6
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	Denotes Existing Inlet Protection, (Requires Clean out and Rebuild)

- (E) In Pl. Vault (Approx. Location & Size)
Rim = 1315.46'
4 Recessed Pipes In - Cannot Confirm Size or Type (Approx. Location)
Bottom of Structure = 1310.39'
In Pl. 60"x38" CMP
- (C) In Pl. DI
Rim = 1315.84'
Inv. Out = 1312.39'
In Pl. 10" TC (Blind Connection)
- (D) In Pl. 10" CMP
In Pl. DI
Rim = 1315.82'
Inv. In = 1313.47'
Inv. Out = 1312.57'
In Pl. 8" Iron Pipe (Blind Connection)
- (G) In Pl. 12" CMP
In Pl. DI
Rim = 1315.98'
Inv. In = 1313.16'
Inv. Out = 1313.13'
- (A) In Pl. 18" RCP
In Pl. DI
Rim = 1315.98'
Inv. In = Unable to Determine (Pipe Recessed)
Bottom of Structure = 1312.68'
In Pl. 18" RCP
- (B) In Pl. DI
Rim = 1315.80'
Inv. In = 1313.10'
Inv. Out(W) = 1313.30'
Inv. Out = 1313.60'
Inv. Out = 1313.60'
Inv. Out = 1313.70'
Inv. Out(E) = 1313.65'
In Pl. (5)17LF- 8" Iron Pipes
- (27) Catch Basin
Top of Grate = 1316.95
18" RCP Flow Line = 1315.75
- (21) Drop Inlet
Top Grate = 1316.81
12" CMP Out = 1315.16
- (24) Drop Inlet
Top Grate = 1317.65
8" CMP Out = 1315.71
- (22) Grate Inlet In Conc.
Top Grate = 1317.18
8" CMP In = 1314.88
12" CMP In = 1314.88
15" T.C. Out = 1313.73
- (25) Drop Inlet
Top Grate = 1317.41
8" CMP In = 1316.04 (Roof Drain)
12" CMP Out = 1315.96
- (23) Drop Inlet
Top Grate = 1317.14
8" CMP In =
8" CMP Out =
- (26) Grate Inlet In Conc.
Top Grate = 1317.12
12" CMP In = 1315.47
12" CMP Out = 1315.37
- (27) Drop Inlet
Top Grate = 1317.08
12" CMP In = 1313.59
18" RCP Out = 1313.50

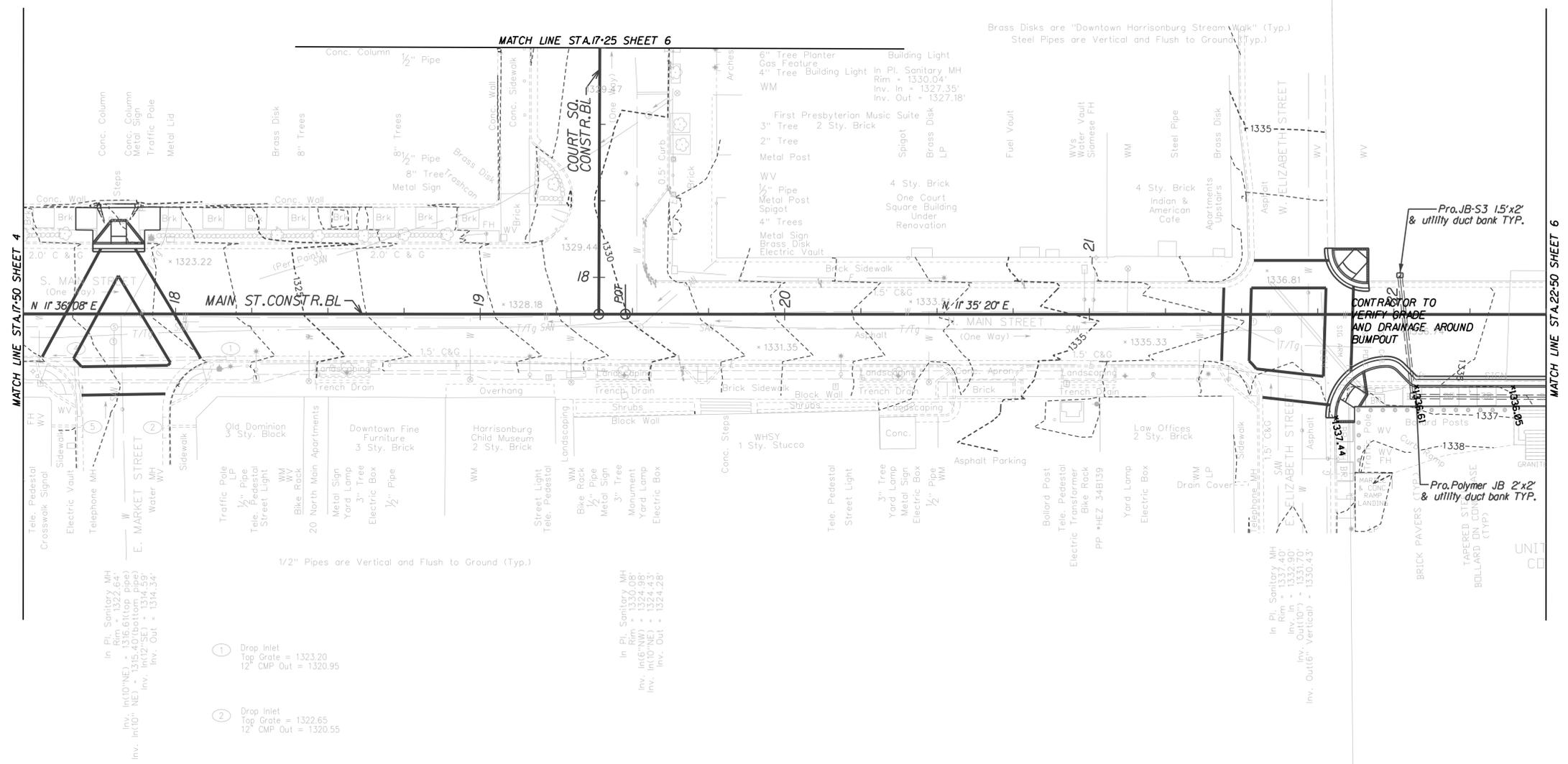
	REV	DATE	DESCRIPTION	BY	SCALE: 1" = 20'	MAIN STREET STREETScape (PHASE 2) E&S-GRADE PLAN STA. 10+00-13+50 DEPT. OF PUBLIC WORKS CITY OF HARRISONBURG <small>320 EAST MOSBY ROAD HARRISONBURG, VIRGINIA</small>	SHEET 10(3)
					DRAWN BY DATE		
					CHECKED BY DATE		
					DESIGN BY DATE		
					TAX MAP		



LEGEND

- SSF Denotes Temporary Super Silt Fence (Silt Fence with Wire Support, VESCH 3.05)
- DISTA Denotes Inlet Protection, Type A; St'd EC-6
- DISTB Denotes Inlet Protection, Type B; St'd EC-6
- DISTB* Denotes Existing Inlet Protection, (Requires Clean out and Rebuild)

<p>McCormick Taylor Engineers & Planners Since 1946</p>	REV	DATE	DESCRIPTION	BY	SCALE: 1" = 20'	MAIN STREET STREETScape (PHASE 2) E&S-GRADE PLAN STA. 13+50-17+50 DEPT. OF PUBLIC WORKS CITY OF HARRISONBURG 320 EAST MOSBY ROAD HARRISONBURG, VIRGINIA	10(4)	
					DRAWN BY			DATE
					CHECKED BY			DATE
					DESIGN BY			DATE
				JRD		TAX MAP		



MATCH LINE STA. 17+50 SHEET 4

MATCH LINE STA. 22+50 SHEET 6

In P.I. Sanitary MH
Rim = 1322.64'
Inv. In(10" NE) = 1316.61(top pipe)
Inv. In(10" NE) = 1315.40(bottom pipe)
Inv. In(12" SE) = 1314.39'
Inv. Out = 1314.34'

- ① Drop Inlet
Top Gate = 1323.20
12" CMP Out = 1320.95
- ② Drop Inlet
Top Gate = 1322.65
12" CMP Out = 1320.55

In P.I. Sanitary MH
Rim = 1330.08'
Inv. In(6" NW) = 1324.98'
Inv. In(10" NW) = 1324.98'
Inv. Out = 1324.28'

In P.I. Sanitary MH
Rim = 1337.40'
Inv. In = 1332.90'
Inv. Out(10") = 1331.70'
Inv. Out(6" Vertical) = 1330.45'

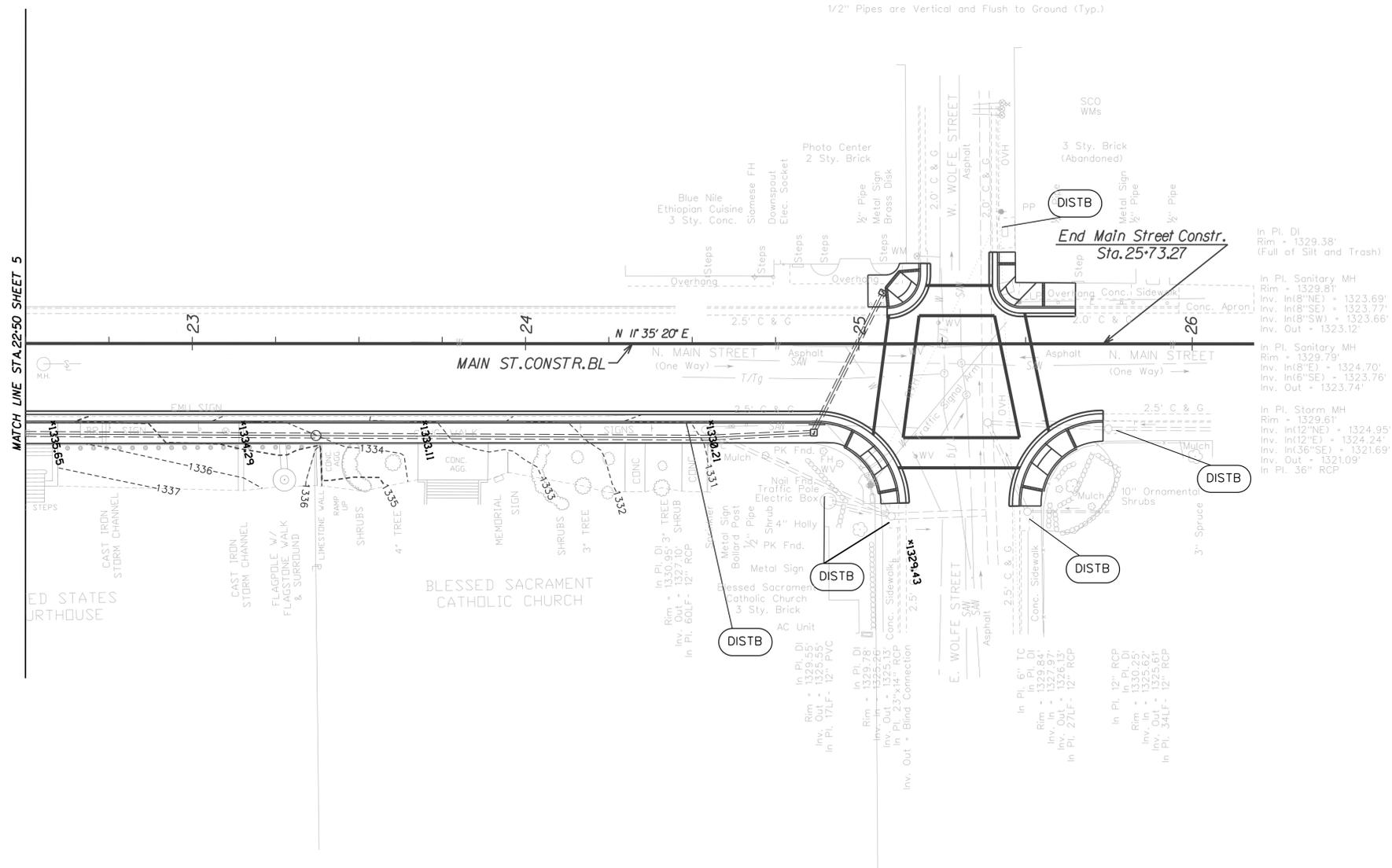
LEGEND

	SSF	Denotes Temporary Super Silt Fence (Silt Fence with Wire Support, VESCH 3.05)
	DISTA	Denotes Inlet Protection, Type A: St'd EC-6
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<p>Engineers & Planners Since 1946</p>	REV	DATE	DESCRIPTION	BY	SCALE: 1" = 20'	MAIN STREET STREETSCAPE (PHASE 2) E&S-GRADE PLAN STA. 17+50-22+50 DEPT. OF PUBLIC WORKS CITY OF HARRISONBURG 320 EAST MOSBY ROAD HARRISONBURG, VIRGINIA	SHEET 10(5)
					DRAWN BY DATE		
					CHECKED BY DATE		
					DESIGN BY DATE		
					TAX MAP		



Brass Disks are "Downtown Harrisonburg Stream Walk" (Typ.)
 1/2" Pipes are Vertical and Flush to Ground (Typ.)



Contractor to verify tie in grades of CG-12 ramp slopes at Wolfe ST Intersection.

LEGEND	
	Denotes Temporary Super Silt Fence (Silt Fence with Wire Support, VESCH 3.05)
	Denotes Inlet Protection, Type A: St'd EC-6
	Denotes Inlet Protection, Type B: St'd EC-6
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	REV	DATE	DESCRIPTION	BY	SCALE: 1" = 20'	MAIN STREET STREETSCAPE (PHASE 2) E&S-GRADE PLAN STA. 22+50-26+25 DEPT. OF PUBLIC WORKS CITY OF HARRISONBURG 320 EAST MOSBY ROAD HARRISONBURG, VIRGINIA	SHEET 10(6)
					DRAWN BY DATE		
					CHECKED BY DATE		
					DESIGN BY DATE		
					TAX MAP		