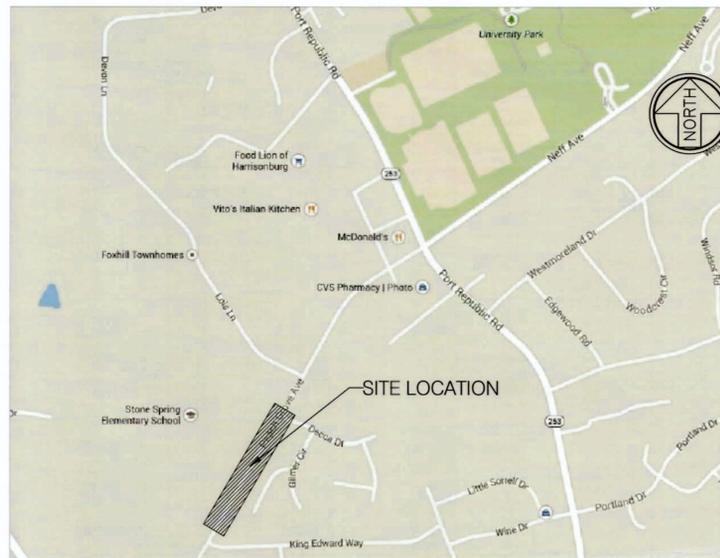


City of Harrisonburg, Virginia

SAFE ROUTES TO SCHOOL STONE SPRING ELEMENTARY

LEGEND	
	BACKFLOW PREVENTER, EXISTING
	BACKFLOW PREVENTER, PROPOSED
	BENCHMARK
	CONTOURS, EXISTING
	CONTOURS, PROPOSED
	CURB AND GUTTER, EXISTING
	CURB AND GUTTER, PROPOSED
	EDGE OF PAVEMENT, EXISTING
	SHOULDER, EXISTING
	DRAINAGE STRUCTURES, EXISTING
	DRAINAGE STRUCTURES, PROPOSED
	GRATE INLET, PROPOSED
	ELECTRICAL TRANSFORMER/BOX, EXISTING
	ELECTRICAL TRANSFORMER/BOX, PROPOSED
	FENCE LINE, EXISTING
	FENCE LINE, PROPOSED
	FIRE HYDRANT, EXISTING
	FIRE HYDRANT, PROPOSED
	GAS LINE, EXISTING
	GAS LINE, PROPOSED
	GUARD RAIL, EXISTING
	GUARD RAIL, PROPOSED
	HANDRAIL, PROPOSED
	IRON PIN
	LIGHT, EXISTING
	LIGHT, PROPOSED
	MAIL BOX, EXISTING
	MAIL BOX, PROPOSED
	MONUMENT
	PROPERTY LINE, EXISTING
	PROPERTY LINE, PROPOSED
	RETAINING WALL, EXISTING
	RETAINING WALL, PROPOSED
	RIGHT-OF-WAY, EXISTING
	RIGHT-OF-WAY, PROPOSED
	SANITARY SEWER LINE, EXISTING
	SANITARY SEWER LINE, PROPOSED
	SANITARY SEWER MANHOLE, EXISTING
	SANITARY SEWER MANHOLE, PROPOSED
	SIGN, EXISTING
	SIGN, PROPOSED
	SIGNAL BOX, EXISTING
	SIGNAL BOX, PROPOSED
	TRAVERSE POINT
	UTILITIES - OVERHEAD, EXISTING
	UTILITIES - OVERHEAD, PROPOSED
	UTILITIES - UNDERGROUND, EXISTING
	UTILITIES - UNDERGROUND, PROPOSED
	UTILITY POLE W/ GUY WIRE, EXISTING
	UTILITY POLE W/ GUY WIRE, PROPOSED
	WATER LINE, EXISTING
	WATER LINE, PROPOSED
	WATER METER, EXISTING
	DOUBLE WATER METER, EXISTING
	WATER METER, PROPOSED
	WATER VALVE, EXISTING
	WATER VALVE, PROPOSED
	SIGNAL POLE, EXISTING
	TEMPORARY CONSTRUCTION EASEMENT

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



VICINITY SKETCH
NTS

SHEET INDEX	
SHEET	DESCRIPTION
1	TITLE SHEET
2	GENERAL NOTES
2A	TYPICAL SECTION AND DETAIL
2B	E&S DETAILS
3	PLAN - PEACH GROVE AVE., STA. 10+00 TO 12+25
4	PLAN - PEACH GROVE AVE., STA. 12+25 TO 14+75
5	PLAN - PEACH GROVE AVE., STA. 14+75 TO 17+50
6	PLAN - PEACH GROVE AVE., STA. 17+50 TO 20+25
7	PLAN - STONE SPRING ELEMENTARY MAIN ENTRANCE
8	TRAFFIC SIGNAL NOTES
9	TRAFFIC SIGNAL PLAN

Approved for Construction
 Date: 3/30/15
 Director of Public Works,
 City of Harrisonburg

COMMONWEALTH OF VIRGINIA
 THOMAS A. HARTMAN
 Lic. No. 047782
 3/30/15
 PROFESSIONAL ENGINEER

REV	DATE	DESCRIPTION	BY	SCALE:	AS SHOWN
				DRAWN BY	DATE
				AMR/BR	3/30/15
				DESIGNED BY	DATE
				AMR/BR/TAH	3/30/15
				CHECKED BY	DATE
				TAH	3/30/15
				TAX MAP	

VDOT PROJECT SRTS-115-244, P101, C501, UPC 105290		
SAFE ROUTES TO SCHOOL STONE SPRING ELEMENTARY	TITLE SHEET	SHEET 1
PUBLIC WORKS DEPARTMENT CITY OF HARRISONBURG 320 EAST MOSBY ROAD HARRISONBURG, VIRGINIA		

STANDARD CITY GENERAL NOTES

ALL NOTES MAY NOT APPLY

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 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 WHICH 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 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-COMPACTIBLE 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, 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, CL, OH, AND ANY SOIL TOO WET TO FACILITATE COMPACTION. CH AND MH SOILS MAY BE USED SUBJECT TO APPROVAL OF THE PUBLIC WORKS PROJECT MANAGER. SOILS SHALL HAVE A MINIMUM DRY DENSITY OF 92 LB./CU. FT. PER ASTM D-698 AND SHALL HAVE A PLASTICITY INDEX LESS THAN 17.
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 OF 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 BACK-FILLING SUBMIT THE RESULTS OF THE PROCTOR TEST 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) EMBANKMENTS FOR ROADS, STREET, 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 PUBLIC WORKS PROJECT MANAGER. FAILURE TO CONDUCT DENSITY TESTS SHALL BE CAUSE FOR NON-ACCEPTANCE OF THE FACILITY. TESTS SHALL BE CONDUCTED AT THE SOLE COST OF THE DEVELOPER OR HIS AGENT.
17. COMBINATION UNDER-DRAINS TYPE CD-1 SHALL BE INSTALLED AT THE LOWER END OF CUT SECTIONS. UNDER-DRAINS TYPE CD-2 SHALL BE INSTALLED AT THE LOW POINT OF ALL VERTICAL CURVES.
18. STANDARD UD-1 AND UD-3 UNDER-DRAINS SHALL BE INSTALLED WHERE INDICATED ON PLANS AND FURTHER WHERE DETERMINED NECESSARY IN THE FIELD BY CITY INSPECTORS.
19. CITY INSPECTORS HAVE FULL AUTHORITY TO REJECT FILL OR BACKFILL MATERIALS, REQUIRE UNDERCUTTING OR SUBGRADE STABILIZATION, REQUIRE PROVISIONS FOR SUB DRAINAGE, OR REQUIRE OTHER MEASURES WHICH AFFECT THE INTEGRITY OF ROAD AND UTILITY CONSTRUCTION FAILURE TO

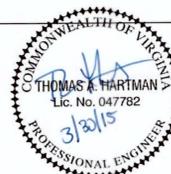
COMPLY WITH INSPECTORS DIRECTIVES SHALL BE CAUSE FOR NON-ACCEPTANCE TO THE FACILITY.

20. 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.
21. 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 CONTRACTORS RISK.
22. A PRE CONSTRUCTION CONFERENCE SHALL BE HELD PRIOR TO THE START OF THE CONSTRUCTION. THE CONTRACTOR SHALL ARRANGE THE MEETING WITH THE PROJECT MANAGER. AT THIS TIME, THE CONTRACTOR SHALL PROVIDE A SCHEDULE AND TRAFFIC CONTROL PLAN FOR WORK WITHIN THE CITY RIGHT-OF-WAY.
23. INSTALL CITY STANDARD STREET CENTERLINE MONUMENTS WHERE REQUIRED FOR NEW STREETS.
24. IF TRAFFIC SIGNAL PLANS HAVE BEEN REVISED OR CHANGED SINCE APPROVAL, THE DEVELOPER MUST PROVIDE TO THE DIRECTOR OF PUBLIC WORKS AS-BUILT DRAWINGS REFLECTING CHANGES. PROVISIONS OF AS-BUILT DRAWINGS IS A CONDITION OF BOND RELEASE.

EROSION & SEDIMENT CONTROL NOTES

- ES-1: UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED AND MAINTAINED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS OF THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK AND VIRGINIA REGULATIONS VR 625-02-00 EROSION AND SEDIMENT CONTROL REGULATIONS. (1996 REVISIONS)
- ES-2: THE PLAN APPROVING AUTHORITY MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITY, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
- ES-3: SEDIMENT BASINS AND TRAPS, PERIMETER DIKES, SEDIMENT BARRIERS AND ANY 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 DISTURBANCES TAKE PLACE.
- ES-4: STABILIZATION MEASURES SHALL BE APPLIED TO EARTHEN STRUCTURES SUCH AS DAMS, DIKES AND DIVERSIONS IMMEDIATELY AFTER INSTALLATION.
- ES-5: A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN INCLUDING THE NARRATIVE SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
- ES-6: PRIOR TO COMMENCING LAND DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING, BUT NOT LIMITED TO, OFF-SITE BORROW OR WASTE AREAS), THE CONTRACTOR SHALL SUBMIT A SUPPLEMENTARY EROSION CONTROL PLAN TO THE OWNER FOR REVIEW AND APPROVAL BY THE PLAN APPROVING AUTHORITY.
- ES-7: THE CONTRACTOR IS RESPONSIBLE FOR THE INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE PLAN APPROVING AUTHORITY.
- ES-8: ALL DISTURBED 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.
- ES-9: DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO AN APPROVED FILTERING DEVICE.
- ES-10: THE CONTRACTOR SHALL INSPECT ALL EROSION CONTROL MEASURES PERIODICALLY AND AFTER EACH RUNOFF PRODUCING RAINFALL EVENT. ANY NECESSARY REPAIRS OR CLEANUP TO MAINTAIN THE EFFECTIVENESS OF THE EROSION CONTROL DEVICES SHALL BE MADE IMMEDIATELY.
- ES-11: PERMANENT OR TEMPORARY SOIL STABILIZATIONS 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 A FINAL GRADE BUT WILL REMAIN DORMANT (UNDISTURBED FOR LONGER THAN 30 DAYS). PERMANENT STABILIZATION SHALL BE APPLIED TO AREAS THAT ARE TO BE LEFT DORMANT FOR MORE THAN ONE YEAR.
- ES-12: 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.
- ES-13: DURING CONSTRUCTION OF THE PROJECT SOIL STOCK PILES SHALL BE STABILIZED OR PROTECTED WITH SEDIMENT TRAPPING MEASURES.
- ES-14: CUT AND FILL SLOPES SHALL BE CONSTRUCTED IN A MANNER THAT WILL MINIMIZE EROSION. SLOPES THAT ARE FOUND TO BE ERODING EXCESSIVELY WITHIN ONE YEAR OR PERMANENT STABILIZATION SHALL BE PROVIDED WITH ADDITIONAL SLOPE STABILIZING MEASURES UNTIL THE PROBLEM IS CORRECTED.
- ES-15: ALL STORM SEWER INLETS THAT ARE MADE OPERABLE DURING CONSTRUCTION SHALL BE PROTECTED SO THAT SEDIMENT WATER CANNOT ENTER THE CONVEYANCE SYSTEM WITHOUT FIRST BEING FILTERED OR OTHERWISE TREATED TO REMOVE SEDIMENT.
- ES-16: BEFORE NEWLY CONSTRUCTED STORM WATER 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.
- ES-17: 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.
- ES-18: WHEN A LIVE WATERCOURSE MUST BE CROSSED BY CONSTRUCTION VEHICLES MORE THAN TWICE IN A SIX-MONTH PERIOD, A TEMPORARY VEHICULAR STREAM CROSSING CONSTRUCTED OF NONERODIBLE MATERIAL SHALL BE PROVIDED.
- ES-19: THE BED AND BANKS OF A WATERCOURSE SHALL BE STABILIZED IMMEDIATELY AFTER WORK IN THE WATERCOURSE IS COMPLETE.
- ES-20: UNDERGROUND UTILITY LINES SHALL BE INSTALLED IN ACCORDANCE WITH THE FOLLOWING STANDARDS IN ADDITION TO OTHER APPLICABLE CRITERIA:
 - A. NO MORE THAN 500 LINEAR 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 OF OFF-SITE PROPERTY.
 - D. MATERIAL USED FOR BACKFILLING TRENCHES SHALL BE PROPERLY COMPACTED IN ORDER TO MINIMIZE EROSION AND PROMOTE STABILIZATION.
 - E. RESTABILIZATION SHALL BE ACCOMPLISHED IN ACCORDANCE WITH THESE REGULATIONS.
 - F. APPLICABLE SAFETY REGULATIONS SHALL BE COMPLIED WITH.
- ES-21: 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 SHALL BE CLEANED THOROUGHLY AT THE END OF EACH DAY. SEDIMENT SHALL BE REMOVED FROM THE ROAD 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.
- ES-22: 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 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.

VDOT PROJECT SRTS-115-244, P101, C501, UPC 105290



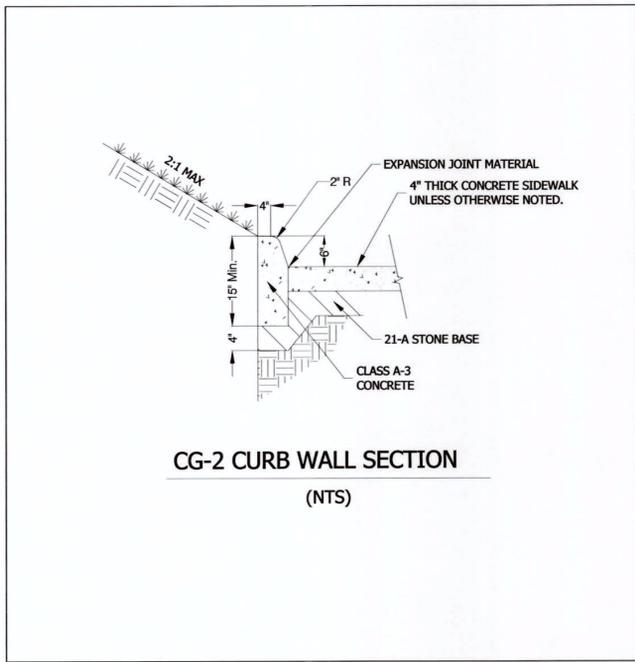
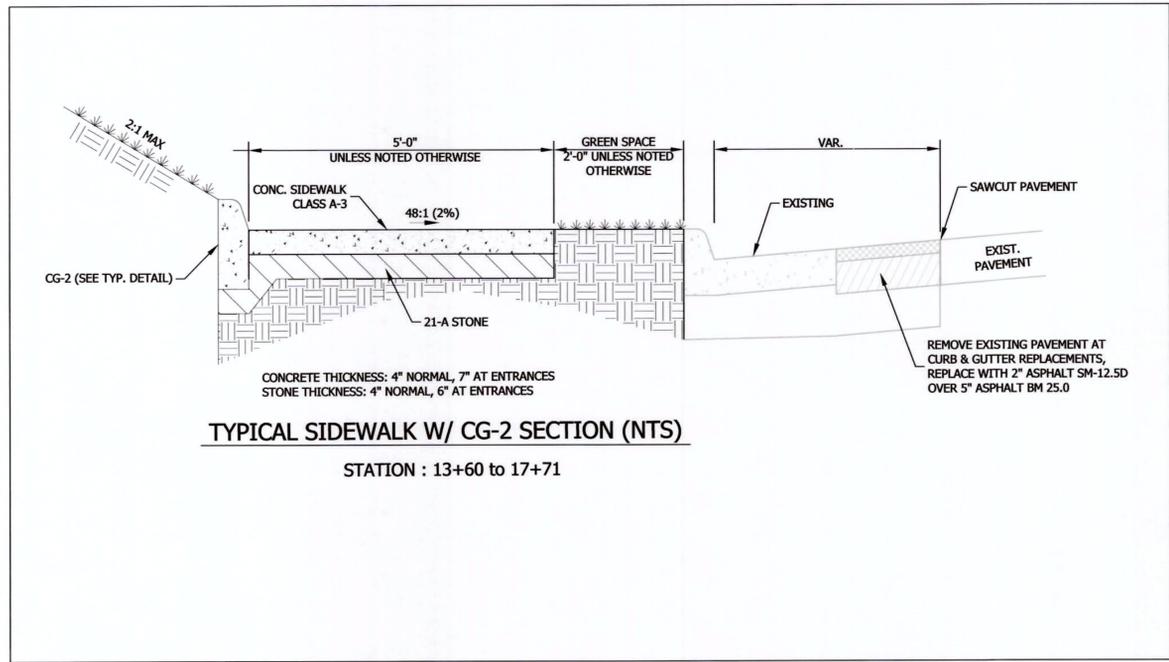
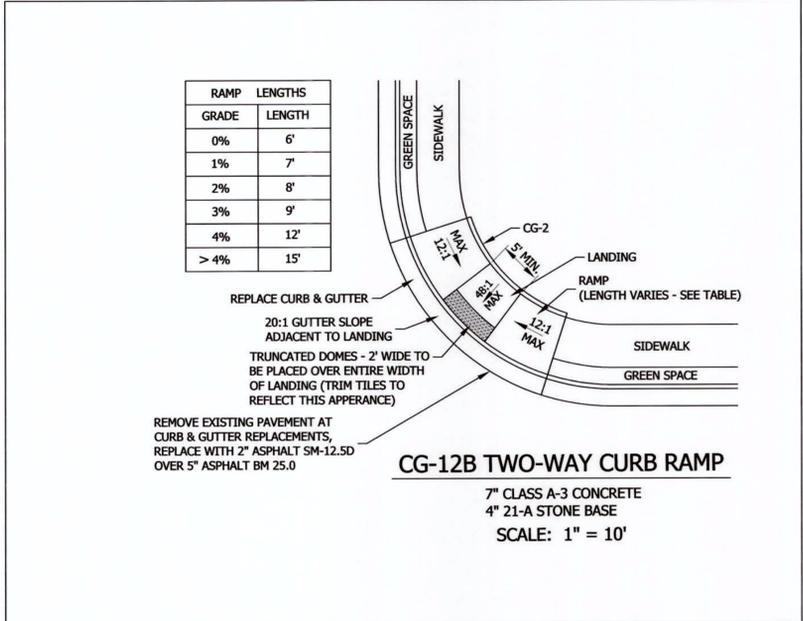
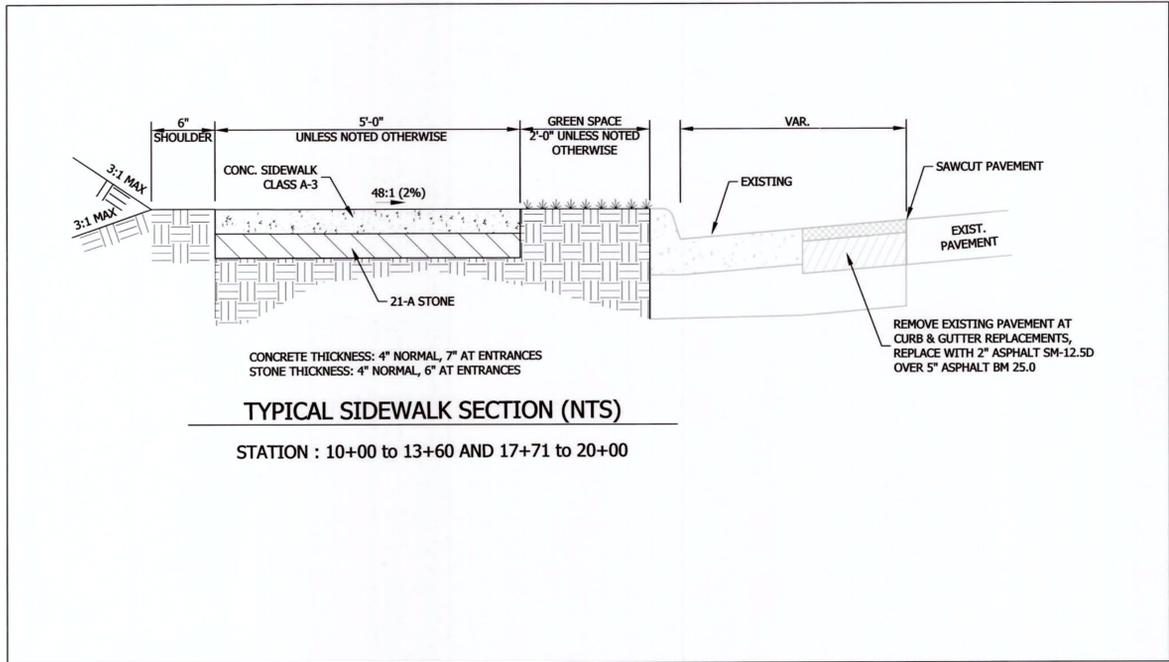
REV	DATE	DESCRIPTION	BY	SCALE:	AS SHOWN
				DRAWN BY	DATE
				AMR/BR	3/30/15
				DESIGNED BY	DATE
				AMR/BR/TAH	3/30/15
				CHECKED BY	DATE
				TAH	3/30/15
				TAX	MAP

**SAFE ROUTES TO SCHOOL
STONE SPRING ELEMENTARY**

PUBLIC WORKS DEPARTMENT
CITY OF HARRISONBURG
320 EAST MOSBY ROAD
HARRISONBURG, VIRGINIA

GENERAL NOTES

SHEET
2



VDOT PROJECT SRTS-115-244, P101, C501, UPC 105290



REV	DATE	DESCRIPTION	BY	SCALE:	AS SHOWN
				DRAWN BY	DATE
				AMR/BR	3/30/15
				DESIGNED BY	DATE
				AMR/BR/TAH	3/30/15
				CHECKED BY	DATE
				TAH	3/30/15
				TAX MAP	

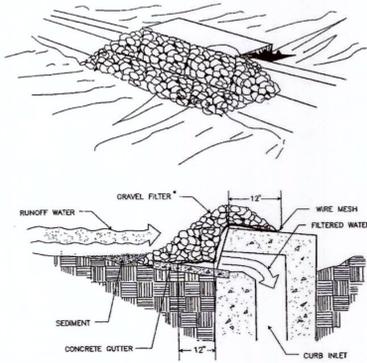
**SAFE ROUTES TO SCHOOL
STONE SPRING ELEMENTARY**

PUBLIC WORKS DEPARTMENT
CITY OF HARRISONBURG
320 EAST MOSBY ROAD
HARRISONBURG, VIRGINIA

TYPICAL SECTION AND DETAIL

SHEET
2A

GRAVEL CURB INLET SEDIMENT FILTER



SPECIFIC APPLICATION

THIS METHOD OF INLET PROTECTION IS APPLICABLE AT CURB INLETS WHERE FLOODING IN FRONT OF THE STRUCTURE IS NOT LIKELY TO CAUSE INCONVENIENCE OR DAMAGE TO ADJACENT STRUCTURES AND UNPROTECTED AREAS.

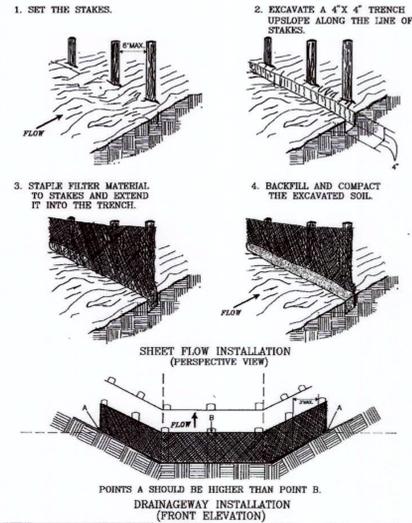
* GRAVEL SHALL BE VDOT #3, #57 OR 5 COARSE AGGREGATE.

Source: Va. DSWC

Plate 3.07-6

III - 41

CONSTRUCTION OF A SILT FENCE (WITHOUT WIRE SUPPORT)



Source: Adapted from Installation of Straw and Fabric Filter Barriers for Sediment Control, Sherwood and Wyant

Plate 3.05-2

III - 25

ORGANIC MULCH MATERIALS AND APPLICATION RATES			
MULCHES:	RATES:		NOTES:
	Per Acre	Per 1000 sq. ft.	
Straw or Hay	1 1/2 - 2 tons (Minimum 2 tons for winter cover)	70 - 90 lbs.	Free from weeds and coarse matter. Must be anchored. Spread with mulch blower or by hand.
Fiber Mulch	Minimum 1500 lbs.	35 lbs.	Do not use as mulch for winter cover or during hot, dry periods.* Apply as slurry.
Corn Stalks	4 - 6 tons	185 - 275 lbs.	Cut or shredded in 4-6" lengths. Air-dried. Do not use in fine turf areas. Apply with mulch blower or by hand.
Wood Chips	4 - 6 tons	185 - 275 lbs.	Free of coarse matter. Air-dried. Treat with 12 lbs nitrogen per ton. Do not use in fine turf areas. Apply with mulch blower, chip handler, or by hand.
Bark Chips or Shredded Bark	50 - 70 cu. yds.	1-2 cu. yds.	Free of coarse matter. Air-dried. Do not use in fine turf areas. Apply with mulch blower, chip handler, or by hand.

* When fiber mulch is the only available mulch during periods when straw should be used, apply at a minimum rate of 2000 lbs./ac. or 45 lbs./1000 sq. ft.

Source: Va. DSWC

III - 353

SEEDING SPEC

The Contractor shall use the following seed mixture on all areas to be seeded on the project.

Rockingham Sun and Shade Lawn Mixture

% Seed	Variety
38.3	Home Run Perennial Ryegrass - Turf Type
19.4	Creeping Red Fescue
14.7	Kentucky Bluegrass
14.7	Cardinal Creeping Red Fescue
9.7	Navigator Creeping Red Fescue
3.2	Annual Rye Seed - VNS

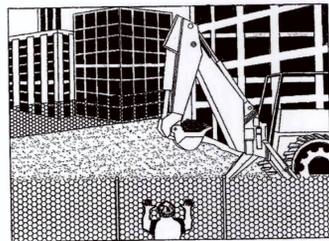
Seeding Rate:

New Lawn - 4 lbs per 1,000 SF
Overseeding - 2 lbs per 1,000 SF

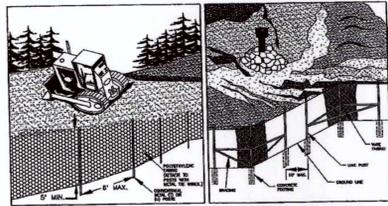
Line Application: 2 tons per Acre

Fertilizer Application: 300 lbs per Acre

SAFETY FENCE



PERSPECTIVE VIEW

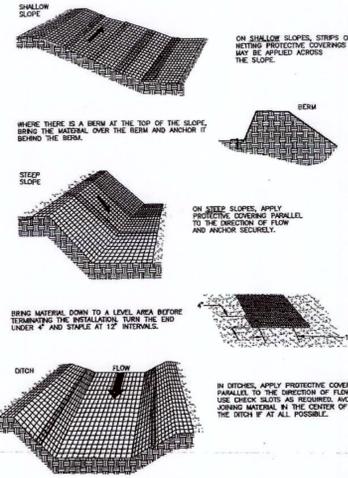


Source: Adapted from Conwed Plastics and VDOT Road and Bridge Standards

Plate 3.01-1

III - 5

TYPICAL ORIENTATION OF TREATMENT - 1 (SOIL STABILIZATION BLANKET)

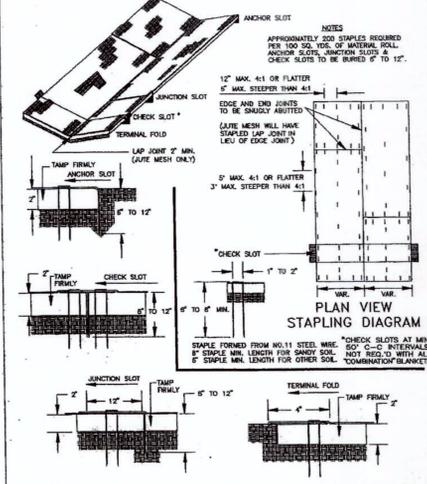


Source: Adapted from Ludlow Products Brochure

Plate 3.36-1

III - 361

TYPICAL TREATMENT - 1 (SOIL STABILIZATION BLANKET) INSTALLATION CRITERIA



Source: VDOT Road and Bridge Standards

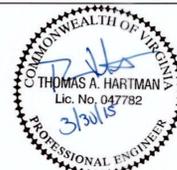
Plate 3.36-2

III - 362

EROSION AND SEDIMENT CONTROL LEGEND

3.05	SILT FENCE	(SF)
3.07	STORM DRAIN INLET PROTECTION	(IP)
3.38	TREE PRESERVATION & PROTECTION	(TP)
3.30	TOPSOILING	(TS)
3.32	PERMANENT SEEDING	(PS)
3.35	MULCHING	(ML)
3.36	SOIL STABILIZATION BLANKETS AND MATTING	(BM)

ALL STANDARDS PER THE LATEST EDITION OF THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK



REV	DATE	DESCRIPTION	BY	SCALE:	AS SHOWN
				DRAWN BY	DATE
				AMR/BR	3/30/15
				DESIGNED BY	DATE
				AMR/BR/TAH	3/30/15
				CHECKED BY	DATE
				TAH	3/30/15
				TAX MAP	

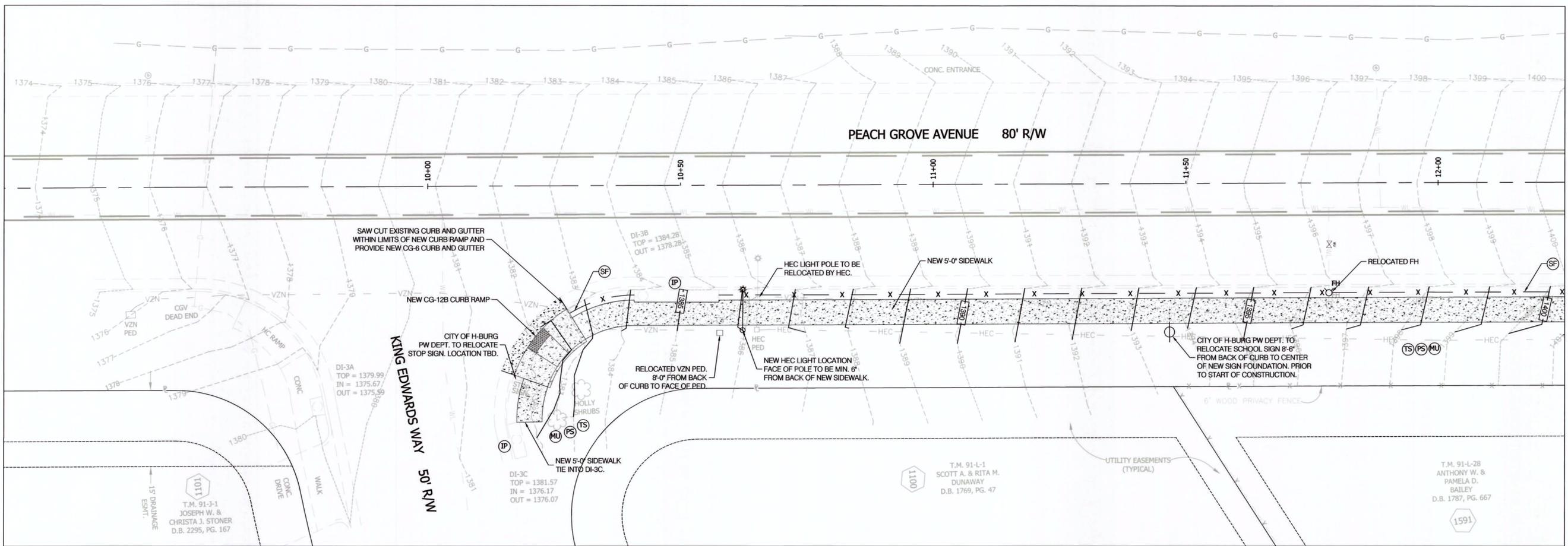
SAFE ROUTES TO SCHOOL
STONE SPRING ELEMENTARY

PUBLIC WORKS DEPARTMENT
CITY OF HARRISONBURG
320 EAST MOSBY ROAD
HARRISONBURG, VIRGINIA

E&S DETAILS

SHEET

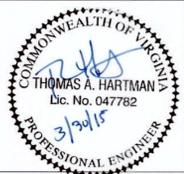
2B



MATCH LINE AT STA. 12+25 SHEET 4



VDOT PROJECT SRTS-115-244, P101, C501, UPC 105290



REV	DATE	DESCRIPTION	BY

SCALE: 1" = 10'

DRAWN BY	DATE
AMR/BR	3/30/15
DESIGNED BY	DATE
AMR/BR/TAH	3/30/15
CHECKED BY	DATE
TAH	3/30/15
TAX MAP	

SAFE ROUTES TO SCHOOL
STONE SPRING ELEMENTARY

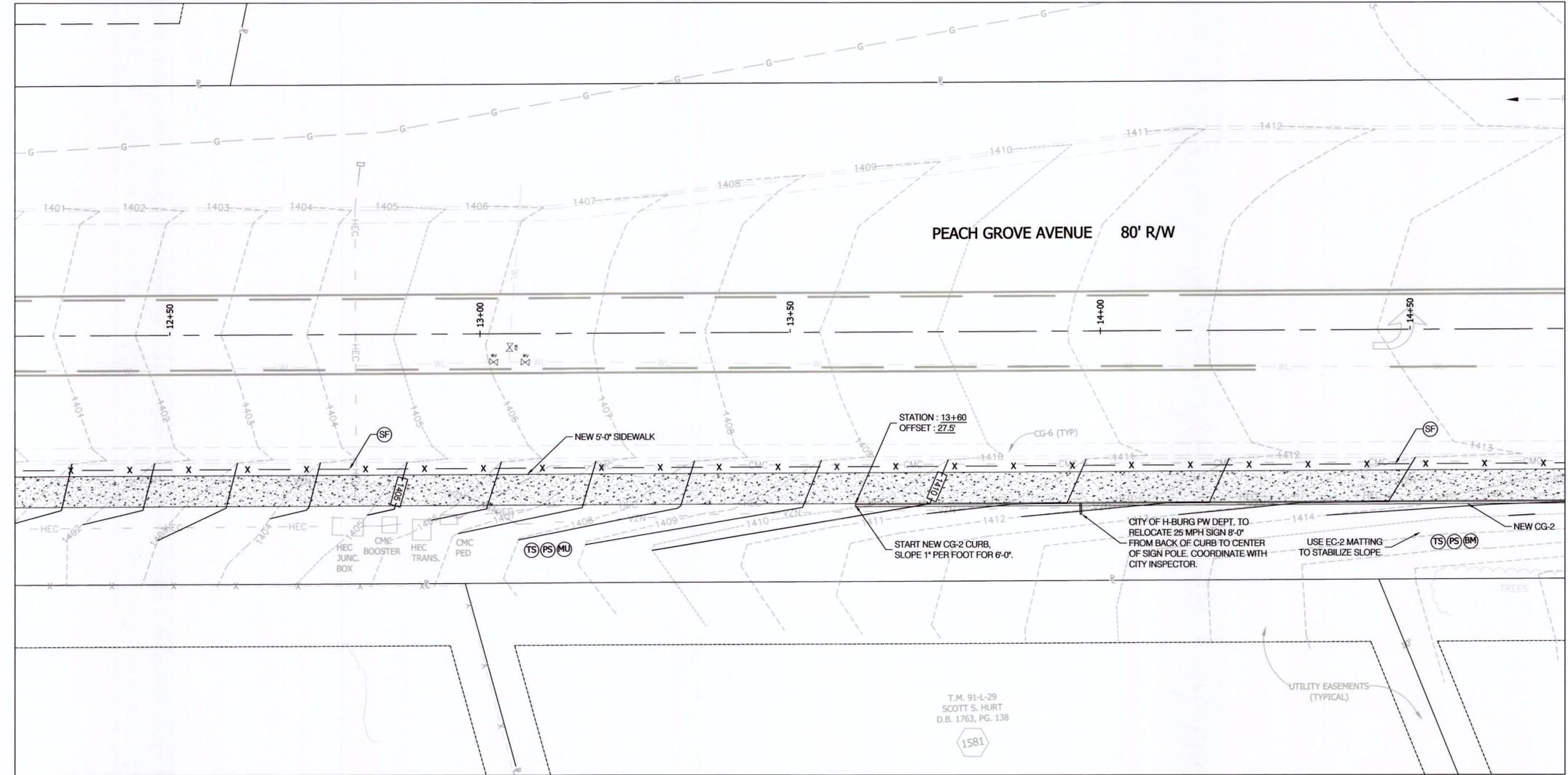
PUBLIC WORKS DEPARTMENT
CITY OF HARRISONBURG
320 EAST MOSBY ROAD
HARRISONBURG, VIRGINIA

PLAN
PEACH GROVE AVENUE
STA. 10+00 TO 12+25

SHEET
3



MATCH LINE AT STA. 12+25 SHEET 3



MATCH LINE AT STA. 14+75 SHEET 5



VDOT PROJECT SRTS-115-244, P101, C501, UPC 105290



REV	DATE	DESCRIPTION	BY	SCALE:
				1" = 10'
				DRAWN BY: AMR/BR
				DATE: 3/30/15
				DESIGNED BY: AMR/BR/TAH
				DATE: 3/30/15
				CHECKED BY: TAH
				DATE: 3/30/15
				TAX MAP

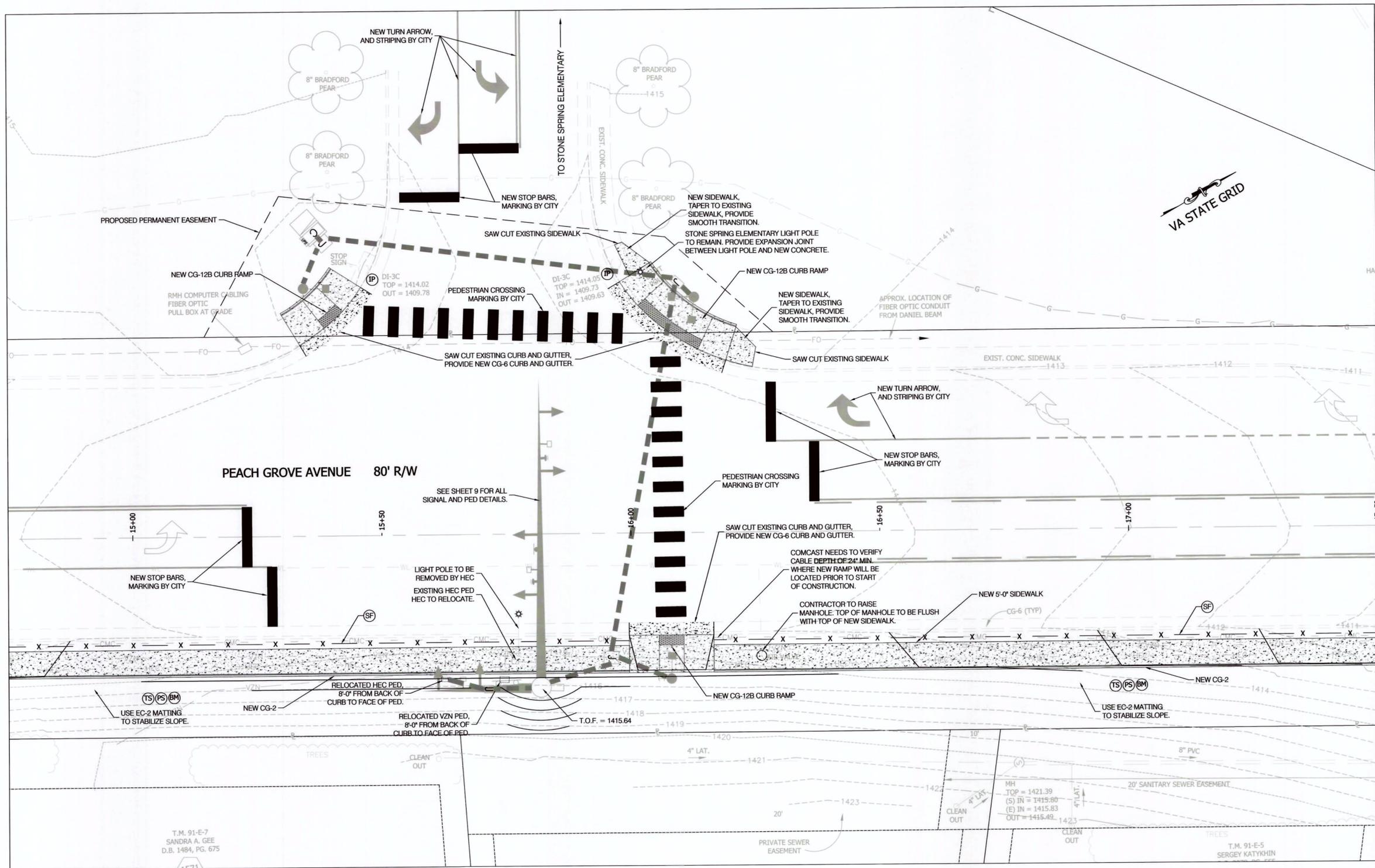
**SAFE ROUTES TO SCHOOL
STONE SPRING ELEMENTARY**

PUBLIC WORKS DEPARTMENT
CITY OF HARRISONBURG
320 EAST MOSBY ROAD
HARRISONBURG, VIRGINIA

**PLAN
PEACH GROVE AVENUE
STA. 12+25 TO 14+75**

SHEET
4

MATCH LINE AT STA. 14+75 SHEET 4



MATCH LINE AT STA. 17+50 SHEET 6

NOTES:

1.) TOP OF TRAFFIC SIGNAL POLE FOUNDATION ELEVATION IS DENOTED BY T.O.F. THE ELEVATION SHOWN IS APPROXIMATE AND MUST BE VERIFIED IN THE FIELD.



VDOT PROJECT SRTS-115-244, P101, C501, UPC 105290



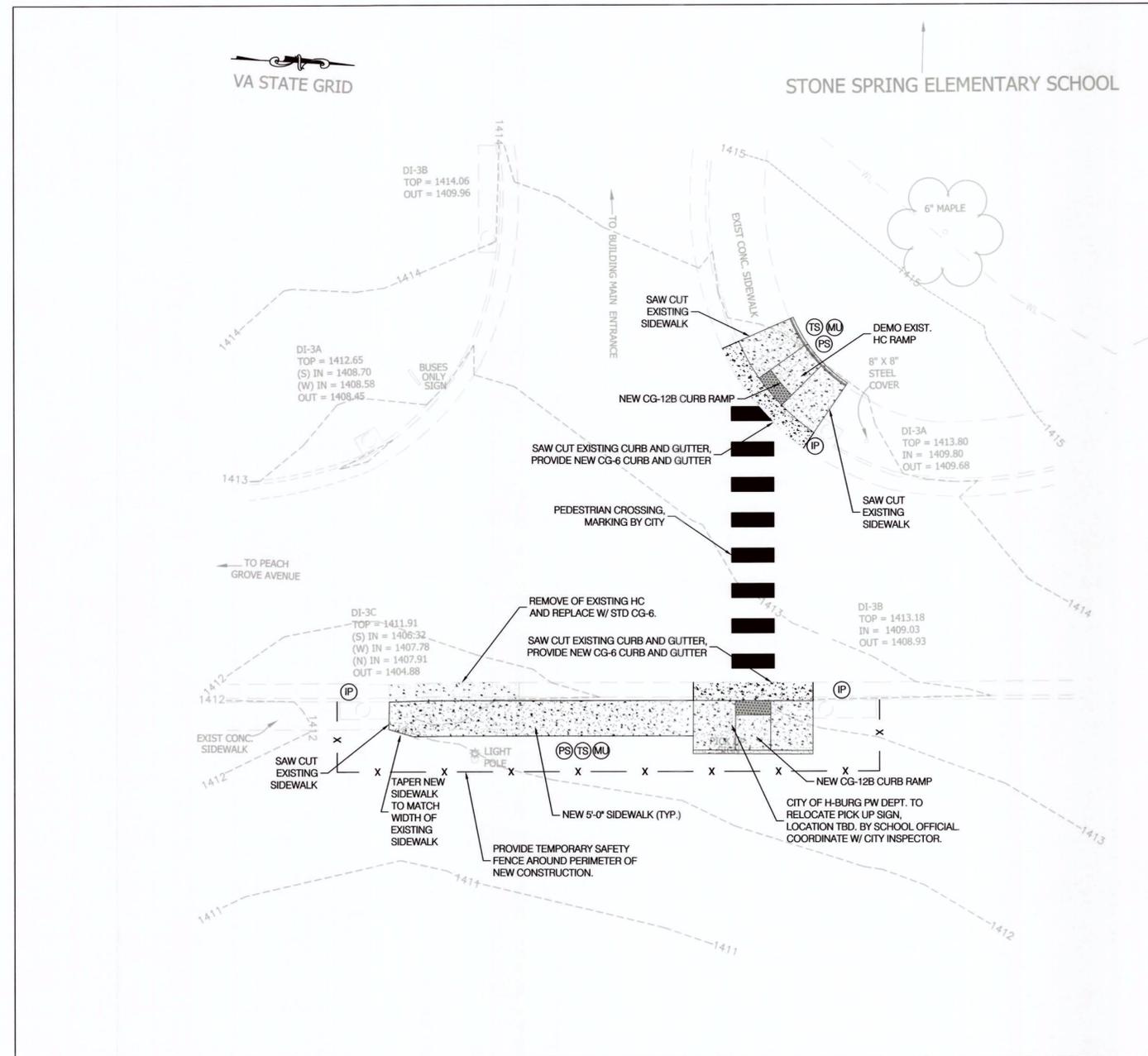
REV	DATE	DESCRIPTION	BY	SCALE:
				1" = 10'
			AMR/BR	DATE
			AMR/BR/TAH	3/30/15
			TAH	3/30/15
				TAX MAP

**SAFE ROUTES TO SCHOOL
STONE SPRING ELEMENTARY**

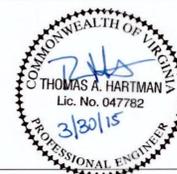
PUBLIC WORKS DEPARTMENT
CITY OF HARRISONBURG
320 EAST MOSBY ROAD
HARRISONBURG, VIRGINIA

**PLAN
PEACH GROVE AVENUE
STA. 14+75 TO 17+50**

SHEET
5



VDOT PROJECT SRTS-115-244, P101, C501, UPC 105290



REV	DATE	DESCRIPTION	BY	SCALE:	1" = 10'
				DRAWN BY	DATE
				AMR/BR	3/30/15
				DESIGNED BY	DATE
				AMR/BR/TAH	3/30/15
				CHECKED BY	DATE
				TAH	3/30/15
				TAX MAP	

SAFE ROUTES TO SCHOOL
STONE SPRING ELEMENTARY

PUBLIC WORKS DEPARTMENT
CITY OF HARRISONBURG
320 EAST MOSBY ROAD
HARRISONBURG, VIRGINIA

PLAN
STONE SPRING ELEMENTARY
MAIN ENTRANCE

SHEET

7

TRAFFIC SIGNAL GENERAL NOTES

- Multiple conduits between proposed conduits and existing utilities may exist. The Contractor is cautioned that the location of all existing underground utilities should be considered approximate; this plan does not guarantee the existence or nonexistence of underground utilities. The Contractor shall be responsible for the definite location of each utility involved within the area of his excavation for work under this contract. The Contractor shall call MISS UTILITY (1-200-552-7001) 48 hours before beginning work. Where conflicts occur, the Contractor shall contact the Engineer prior to beginning work.
- All sign and traffic signal components included in this project must be compliant with the latest version of the Manual on Uniform Traffic Control Devices (MUTCD) and the Virginia Supplement to the MUTCD unless otherwise indicated.
- All signal heads shall be mounted in accordance with VDOT SM-3 and all signal heads shall include lowered aluminum backplates of flat black color. All traffic signal heads shall be 12" polycarbonate and include yellow cut away visors. Signal heads shall be wired/installed as per Special Provisions.
- All damages to existing structures, facilities, pavement, grassed areas, etc., shall be restored to existing condition by the Contractor at his expense.
- All street signs shall be LED lighted street signs capable of nighttime illumination to be controlled by individual photocell on/off switches. All street name sign text is to be composed of 8" Clearview 2-W font. City of Harrisonburg Traffic Engineering (540-434-5928) needs to approve sign proofs prior to ordering. Refer to Special Provisions for specifications.
- Signal pole and pedestrian pedestal pole locations shall be installed within 6' of the point as shown on the plan. Contractor shall stake and field verify with "MISS UTILITY OF VIRGINIA" the pole location before ordering poles and arms. THE CITY PROJECT MANAGER OR HIS/HER DESIGNEE SHALL APPROVE STAKED POLE LOCATIONS. Signal pole foundation to be designed to meet VDOT PF-8 standard. Pedestrian pedestal pole foundations to be designed to meet VDOT PF-2 standard.
- The Contractor shall furnish to the City shop drawings and calculations for all poles and foundations. Tabulated quantities shown on this plan are approximate; payment will be made based on the actual quantity as determined by the shop drawings and calculations.
- Provide an Uninterrupted Power Supply (UPS) power backup system as specified in the Special Provisions. Install with batteries. UPS system shall be installed in a separate bolt-on enclosure attached to the signal cabinet. Refer to Special Provisions for additional details.
- Contractor shall ensure integrity of cabling for signal heads throughout the duration of construction.
- The Contractor shall verify the elevation of all underground utilities to be crossed prior to trenching, jacking, or boring conduits. The Contractor shall hand dig when crossing water lines, gas lines, sewer force mains, fiber optic lines, cable lines, etc..
- All U-bolts, nuts, and washers shall be stainless steel. All plate materials shall be galvanized.
- Conduits entering junction boxes shall not extend over 3" maximum or under 2" minimum and shall be fitted with bell ends or bushings.
- The proposed pole foundations shall be permanently marked to indicate the locations of all conduits cast in the foundation, and the foundation's specifications.
- All conduit shall be PVC. Conductor (EGC) is required and the cost of EGC shall be included in the cost of the conduit. Conduit quantities are inclusive of all requirements, not above and beyond the minimum requirements. Additional payment will not be provided for open trenching if/where required for road crossings.
- Conduit and junction boxes shown in the plan may be shifted in location to accommodate field conditions. All equipment shall be placed within the right-of-way.
- Controller and cabinet to be supplied by the City. Contact City Traffic Engineering to coordinate installation (540-434-5928) at least two weeks in advance of the planned installation date.
- The City of Harrisonburg will provide the signal timings for the controller. The Contractor shall contact Traffic Engineering (540-434-5928) at least two weeks in advance of requiring those timings.
- Pedestrian push buttons shall be per VDOT specifications and shall be fully ADA and MUTCD compliant in size and location. Push buttons shall be included with an Accessible Pedestrian Signal and shall be Polara EN2-EZ Communicator Navigator. Push buttons shall be 2" diameter, vandal resistant, with tone and LED verification. Push buttons shall be programmed to use audible tones. Test to ensure that volume automatically adjusts to ambient noise conditions. City Traffic Engineering (540-434-5928) needs to approve order forms and custom audible message programming prior to ordering.
- Top of pedestrian pole foundations shall be flush with the adjacent sidewalk. Pedestrian push buttons shall be fully accessible from the adjacent sidewalk.
- All pole foundations shall be designed for maximum mast arm length and load. Pole foundations shall be designed for a maximum arm length of 70 feet. The maximum load capacity shall be figured to include the weight of internally-illuminated LED street signs.
- Detection camera locations shall be adjusted in the field. Use extender arms as necessary to allow the camera to be structurally located at the proper elevation as per the manufacturer's recommendations and to provide the operations shown at the project intersection. The detection system supplier shall perform all video detection setup and coordinate with the City as needed. Contact Charles Kimbrough of Control Technologies at (540) 421-3662 to schedule an appointment for system configuration. See City Special Provisions for details.
- Provide Opticom Emergency preemption devices for all approaches as shown on the plans. Confirmation lights to be included with this bid item. This item includes the testing and adjusting of the system as necessary to ensure that the emergency preemption detectors adequately detect and preempt the signal timings. The Opticom system shall be setup and wired with City Opticom channel configurations. See Special Provisions for additional details. Opticom equipment, including wiring, will be supplied by the City of Harrisonburg.
- Conduit schedule includes conduit specified in VDOT PF-8 standard, CF-1 standard, PF-2 standard, and SE-3 Type B standard.
- #8 bonded ground cable shall connect to all signal and pedestrian poles.
- Junction boxes shall have 8" concrete collar, not the 12" specified by VDOT. See Special Provisions for additional details. All junction box collars shall be marked to show the number and directions of conduits, similar to the PF-8 foundation markings.
- Provide new electrical service. Electrical service shall be 110 VAC. Electrical service shall be VDOT STD. SE-3 Type B120 Volt single phase with 100 AMP meter base and circuit breaker box, containing 1 single pole 60 AMP breaker and 2 single pole 20 AMP breaker mounted on the signal pole. Contractor shall install meter supplied by Harrisonburg Electric Commission. Contractor shall pick up meter at Harrisonburg Electric Commission (540-434-5361). Contractor shall obtain an "Electric Permit" from City of Harrisonburg Community Development Department prior to performing any electrical work. The electrical power shall be supplied based on existing agreement between City of Harrisonburg Traffic Engineering and Harrisonburg Electric Commission.
- Pedestrian signal heads shall be mounted according to the VDOT SMB-1 standard for poles with one head and according to the SMB-2 standard for poles with two heads. Mounting hardware shall be Federal yellow color. Pedestrian signal heads shall meet City Special Provisions, which includes wiring detail.
- Installation of the signal devices shall be incidental to the installation of the controller cabinet foundation CF-1.
- Transverse spacing of signal heads and video detectors shall be verified and adjusted as necessary in the field.
- All vehicular signal heads shall be powered by 14/7C cable. All pedestrian signal heads and pedestrian push buttons shall be powered by 14/4C cable. Signal heads shall not be wired in sequence. Each vehicular signal shall have a separate cable. All 14/7C cable for this project will be supplied by the City of Harrisonburg.
- All LED-lighted street name signs shall be powered by 14/4C cable. All emergency vehicle preemptors shall be wired with emergency vehicle preemption detector cable and 14/2C shielded cable (for the confirmation beacon).
- Three printed copies and one (1) digital copy of as-built plans shall be supplied to the Public Works Department and include specifications for mast arm poles and pole foundations. Cut sheets shall be supplied for all proposed items that differ from what is specified in the plans.

TRAFFIC SIGNAL SPECIAL PROVISIONS

Control Cabinet

- The control cabinet shall be an Econolite model Plug & Go P44 TS2 Type 1 enclosure as per City of Harrisonburg specifications. The control cabinet will be supplied by the City of Harrisonburg.

Components

- Traffic controller shall be an Econolite model ASC/3-2100, with Ethernet and Data Key capability as per the City of Harrisonburg contract with the manufacturer. The controller will be supplied by the City of Harrisonburg.
- Multifunction Management Unit (MMU) shall be a Reno A&E model MMU-1600GE, with Ethernet capability.
- UPS battery backup shall be a Tesco Controls model 22000, 1000-watt, 6-battery system.
- 100-Amp A/C power service shall be permitted and inspected by the contractor through the Community Development Department (540) 432-7700. Contractor is responsible for installing power service, which shall be brought through a 100-Amp service disconnect, Midwest Electric Products, Inc. Model M101CP6 or equivalent.
- Traffic video detection system using model VIP3D.2 cards shall be used for vehicle detection. This system shall include VIP cards (1 for every 4 phases in use at the intersection), cameras (1 for every intersection approach), wires, and a Traficon ViewCom E Max card for remote management.
- Global Traffic Technologies (GTT) Opticom Infrared Emergency Preemption System shall be used. This system shall include Model 764 Multimode Phase Selector, Model 768 Auxiliary Interface Panel, Model 721 Detector (one for each approach), and Model 575 Confirmation Light Kit (one for each approach). Opticom equipment, including wiring, will be supplied by the City of Harrisonburg.

Mast Arms

- Mast arm poles and arms shall meet Virginia Department of Transportation standard PF-8 and have VDOT regional contract galvanized eight (8) bolt design.
- Mast arm (or strain poles, if applicable) shall be designed in accordance with the 1994 AASHTO Standard Specifications for Structure Supports for Highway Signs, Luminaries, and Traffic Signals.
- Mast arms shall be designed to a minimum 90 mph wind load capacity.

Signal Heads

- Signal heads shall be manufactured by Peek Traffic, Inc., McCain, In., or equivalent.
- All signal heads shall have 12 inch Red, Amber and Green VDOT approved LED inserts.
- Signal indications shall be Leotek Electronics Corp., Model IL6-P3, 12" Incandescent Look LED modules.
- Signal heads shall be wired according to the following schema:
Red Wire - Red output
Orange Wire - Yellow output
Green Wire - Green output
White Wire - Neutral
Black/White Wire - Yellow Arrow (5-section head only)
Blue Wire - Green Arrow (5-section head only)

LED Lighted Street Signs

- LED lighted street signs shall be manufactured by Transportation Control Systems, Inc., model 'Brite Lite'. Please contact Public Works Department for street name verification and approval of sign design. LED lighted street signs shall be manufactured by Transportation Control Systems, Inc., model 'Brite Lite'. Please contact Public Works Department for street name verification and approval of sign design.

Pedestrian Signals

- Pedestrian signal housing shall be 16" aluminum and be Federal yellow color.
- Pedestrian signal heads shall be wired according to the following schema:
Blue Wire - Walk output
Orange Wire - Don't Walk output
White Wire - Neutral
- Pedestrian signals shall meet VDOT standard SP-8, be 16" wide, and be Leotek Electronics Corp., Model No. TSL-PED-16-CL-P1 or exact equivalent.

Conduits & Junction Boxes

- All conduits shall be schedule 80 PVC pipe.
- All junction Boxes shall be constructed of Armorcast Products Company 20K rated polymer concrete cover with polymer concrete ring or APPROVED equivalent.
- A armorcast Products Company model W/FRP skirt #JB-5C shall be used at control box and model #JB-3C shall be used at all other locations or APPROVED equivalent.
- Covers shall have the text 'TRAFFIC' stamped on top.
- All conduits shall run under and turned up into the junction box. Conduits shall not be drilled into the side of the junction box.
- All junction box collars shall be marked to show the number and directions of conduits, similar to the PF-8 foundation markings.



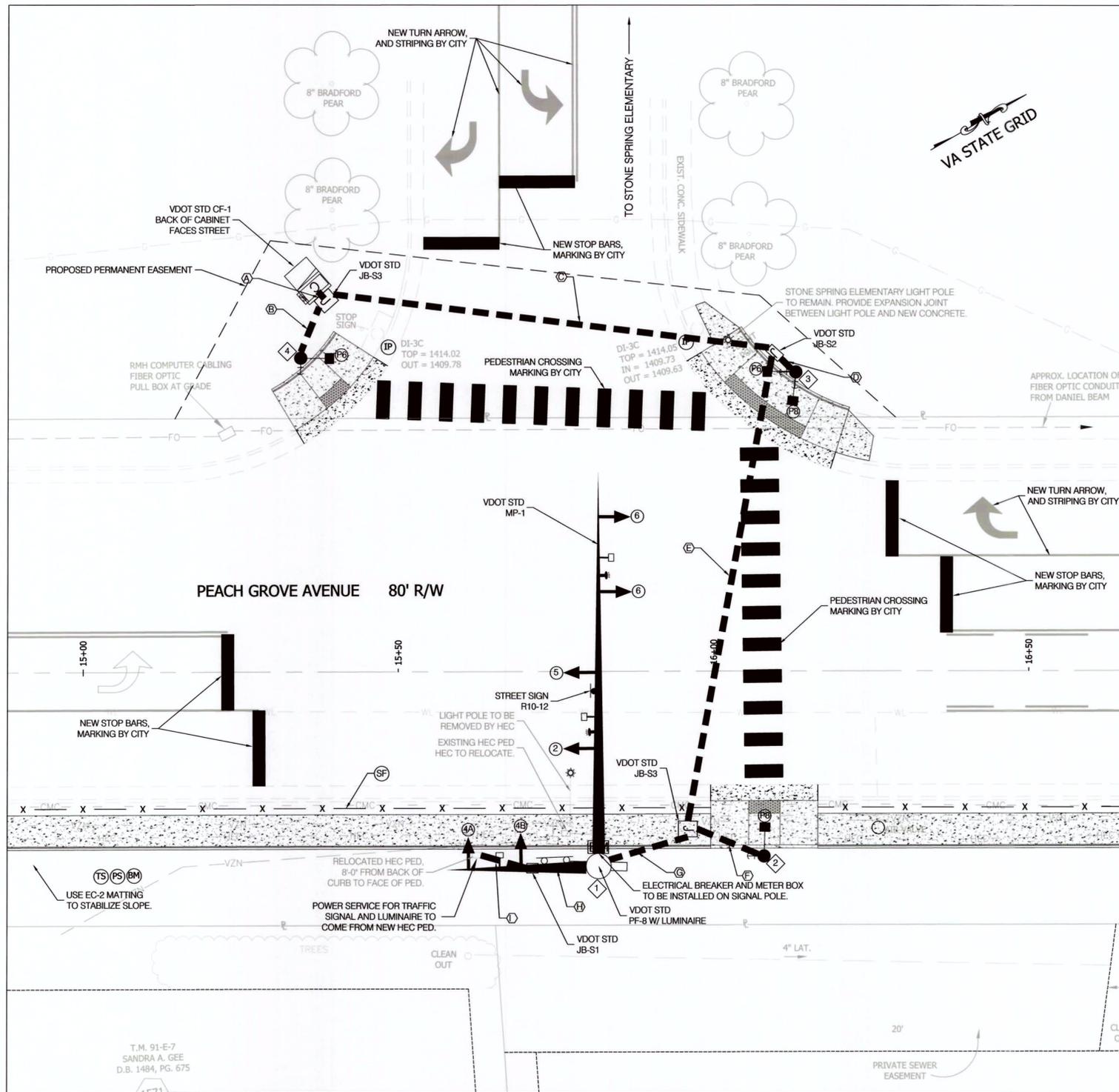
REV	DATE	DESCRIPTION	BY	SCALE:	AS SHOWN
				DRAWN BY	DATE
				AMR/BR	3/30/15
				DESIGNED BY	DATE
				AMR/BR/TAH	3/30/15
				CHECKED BY	DATE
				TAH	3/30/15
				TAX	MAP

**SAFE ROUTES TO SCHOOL
STONE SPRING ELEMENTARY**

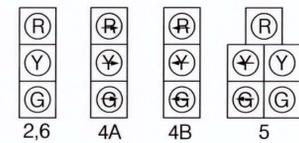
**PUBLIC WORKS DEPARTMENT
CITY OF HARRISONBURG**
320 EAST MOSBY ROAD
HARRISONBURG, VIRGINIA

TRAFFIC SIGNAL NOTES

SHEET
8



PROPOSED SIGNAL HEADS



LEGEND

- Signal pole with identifier
- Pedestrian signal pole with identifier
- Signal head with phase number
- Pedestrian signal head with phase number
- Conduit run with identifier
- Emergency preemption detector and confirmation light
- Pedestrian push button
- Video detection camera
- Mast-arm mounted sign
- LED street name sign
- Electrical breaker and meter box
- Junction box
- Controller cabinet, work pad, and UPS

		CONDUIT SCHEDULE								
		CONDUIT RUN NO.								
CONDUIT RUN NO.		A	B	C	D	E	F	G	H	I
QUANTITY & SIZE		(3) 3" (3) 2" (1) 1"	(1) 2" (1) 1"	(2) 3" (3) 2" (1) 1"	(1) 2" (1) 1"	(2) 3" (3) 2" (1) 1"	(1) 2" (1) 1"	(2) 3" (3) 2" (1) 1"	(1) 3"	(1) 3"
TYPE		PVC	PVC	PVC	PVC	PVC	PVC	PVC	PVC	PVC
INSTALLATION		ECI-1	ECI-1	BORED	ECI-1	BORED	ECI-1	ECI-1	ECI-1	ECI-1
AWG 8	1C	3		3		3		3	6	6
AWG 14	2C(S)	2		2		2		2		
	4C	9	2	7	4	3	2	1		
AWG 18	7C	6		6		6		6		
	5C	3		3		3		3		
EMERG. PREMP. CABLE		2		2		2		2		
#8 BONDED GROUND		1	1	1	1	1	1	1	1	1

Conduit schedule includes conduit specified in VDOT PF-8 standard, CF-1 standard, PF-2 standard, and SE-3 Type B standard.

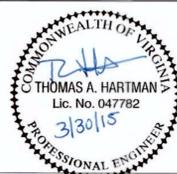
NO.	STANDARD				SIGNAL MOUNTING				CAMERA DIST. FROM POLE		EVP DIST. FROM POLE		TRAFFIC SIGN MOUNTING	
	TYPE	POLE HEIGHT	ARM LENGTH	FOUNDATION	DISTANCE FROM POLE				22'	47'	19'	44'	DISTANCE FROM POLE	
					17'	29'	41'	53'					26'	-
1	MP-1	20	60	PF-8	17'	29'	41'	53'	22'	47'	19'	44'	26'	-
			22		11'	19'	-	-	14'	-	-	-	1'	-
2	PF-2	8	N/A	PF-2	-	-	-	-	-	-	-	-	-	-
3	PF-2	8	N/A	PF-2	-	-	-	-	-	-	-	-	-	-
4	PF-2	8	N/A	PF-2	-	-	-	-	-	-	-	-	-	-

NOTES:

- 1.) SEE PLAN SHEET 5 FOR TRAFFIC SIGNAL POLE FOUNDATION ELEVATION.



VDOT PROJECT SRTS-115-244, P101, C501, UPC 105290



REV	DATE	DESCRIPTION	BY	SCALE:
				1" = 10'
				DRAWN BY
				DATE
				DESIGNED BY
				DATE
				AMR/BR/TAH
				3/30/15
				CHECKED BY
				DATE
				TAH
				3/30/15
				TAX MAP

SAFE ROUTES TO SCHOOL
STONE SPRING ELEMENTARY

PUBLIC WORKS DEPARTMENT
CITY OF HARRISONBURG
320 EAST MOSBY ROAD
HARRISONBURG, VIRGINIA

TRAFFIC SIGNAL PLAN
PEACH GROVE AVE. &
STONE SPRING ELEMENTARY
INTERSECTION

SHEET

9