CITY OF ALEXANDRIA, VIRGINIA

WILLIAM RAMSAY SAFE ROUTES TO SCHOOL IMPROVEMENTS
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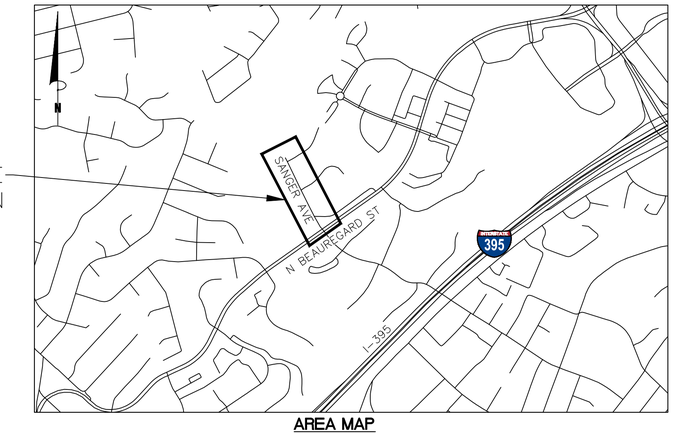
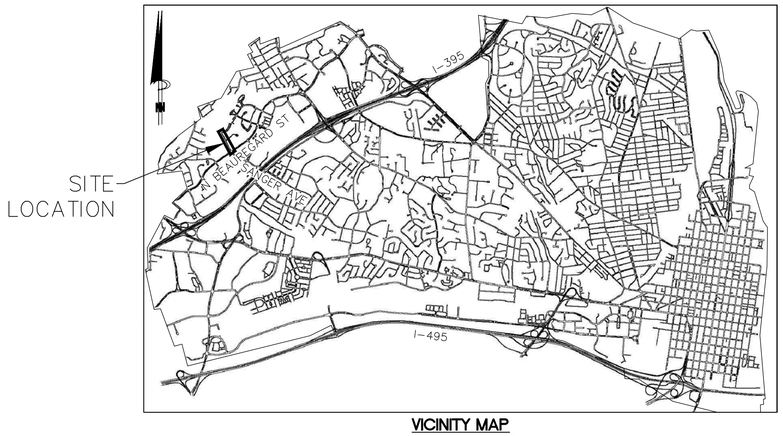


AREA MAP
SCALE 1" = 1000'



VICINITY MAP
SCALE 1" = 4000'

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X _____ DATE:
DEPUTY DIRECTOR OF OPERATIONS

RECOMMENDED FOR APPROVAL

X _____ DATE:
DEPUTY DIRECTOR OF INFRASTRUCTURE & ENVIRONMENTAL QUALITY

RECOMMENDED FOR APPROVAL

X _____ DATE:
DEPUTY DIRECTOR OF RIGHT-OF-WAY & DEVELOPMENT SERVICES

RECOMMENDED FOR APPROVAL

X _____ DATE:
DEPUTY DIRECTOR OF TRANSPORTATION

DEPARTMENT OF PROJECT IMPLEMENTATION

APPROVED

X _____ DATE:
DIRECTOR

RECOMMENDED FOR APPROVAL

X _____ DATE:
DIVISION CHIEF

NOT APPROVED
30% COMPLETED
FOR CONSTRUCTION

30% SUBMITTAL

KITTELSON & ASSOCIATES
300 M STREET SE, SUITE 810
WASHINGTON, DC 20003
P 202.450.3710

REVISIONS

DATE	BY	DESCRIPTION

ALEXANDRIA PROJECT NO.: -
DATE OF PLAN ISSUANCE: -
CONSULTANT PROJECT ID.: -
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DRAWN BY: DNS DATE: -
CHECKED BY: ARM DATE: -
APPROVED BY: - DATE: -

WILLIAM RAMSEY SAFE ROUTES TO SCHOOL IMPROVEMENTS

WILLIAM RAMSEY SAFE ROUTES TO SCHOOL IMPROVEMENTS
TITLE SHEET

SHEET
1 OF 13
SCALE: NONE

GENERAL NOTES:

1. ALL CONSTRUCTION MATERIALS AND PROCEDURES SHALL BE GOVERNED BY THE ROAD DESIGN MANUAL, AND THE ROAD AND BRIDGE STANDARDS ISSUED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT).
2. BASE MAPPING WAS PREPARED FOR GIS DATA PROVIDED BY THE CITY OF ALEXANDRIA. ALL DIMENSIONS SHALL BE VERIFIED IN THE FIELD PRIOR TO ORDERING MATERIALS FOR CONSTRUCTION. WHEN THESE PLANS ARE IN CONFLICT WITH ACTUAL SITE CONDITIONS, ANY DISCREPANCIES SHALL BE REPORTED TO THE CITY ENGINEER PRIOR TO BEGINNING WORK. PROPOSED PAVEMENT MARKINGS AND SIGNS MAY BE ADJUSTED AS DIRECTED BY THE CITY ENGINEER.
3. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING MISS UTILITY PRIOR TO BEGINNING WORK. ANY DAMAGE TO UTILITIES MUST BE REPAIRED OR REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE.
4. THE CONTRACTOR SHALL TAKE ADEQUATE PRECAUTION TO PROTECT ALL WALKS, GRADING, SIDEWALKS AND FEATURES OUTSIDE THE LIMITS OF WORK AND SHALL REPAIR AND REPLACE OR OTHERWISE MAKE GOOD AS DIRECTED BY THE CITY ENGINEER ANY OTHER DAMAGE SO CAUSED.

SIGNING AND PAVEMENT MARKING:

1. ALL PAVEMENT MARKINGS AND SIGN WORK SHALL MEET ALL APPLICABLE VDOT, AND CITY OF ALEXANDRIA STANDARDS AND SPECIFICATIONS, AND THE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) REQUIREMENTS.
2. ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
3. ALL EXISTING PAVEMENT MARKINGS MAY NOT BE SHOWN. ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH PROPOSED PAVEMENT MARKINGS SHALL BE COMPLETELY ERADICATED.
4. PARKING ZONE PAVEMENT MARKINGS, 4" SOLID WHITE TRANSVERSE PARKING LINES, SHALL BE ALIGNED WITH THE PARKING REGULATION SIGNS, WHERE PRESENT. IF NO SIGNS ARE PRESENT, LINES SHALL BE LOCATED ACCORDING TO THE CITY OF ALEXANDRIA PARKING REGULATIONS, OR AS DIRECTED BY THE CITY ENGINEER.
5. NOT ALL DRIVEWAYS HAVE BEEN LOCATED FOR PAVEMENT MARKING PLANS. FIELD VERIFICATION OF DRIVEWAYS MAY BE NECESSARY BEFORE APPLYING PAVEMENT MARKINGS.
6. ALL SIGNS SHALL BE HIGH INTENSITY SHEETING MEETING THE REQUIREMENTS OF AASHTO M268.
7. PROPOSED SIGNS SHALL BE INSTALLED SO THAT NO PORTION OF THE SIGN PANEL OVERHANGS ADJACENT ROADWAY PAVEMENT, I.E. SHALL NOT EXTEND BEYOND THE FACE OF THE CURB. REFER TO THE 2009 MUTCD FOR LATERAL OFFSET GUIDELINES.
8. ALL PROPOSED SIGN INSTALLATION SHALL BE AT LEAST 7' FROM TOP OF PAVEMENT TO THE BOTTOM OF THE SIGN PER 2009 MUTCD REQUIREMENTS.
9. POST MOUNTED SIGNS AND OBJECT MARKERS SHALL BE CRASHWORTHY IF LOCATED WITHIN THE CLEAR ZONE PER THE 2009 MUTCD.
10. PROPOSED SIGN POSTS SHALL BE LOCATED A MINIMUM OF 2' BEHIND ANY ADJACENT FACE OF CURB. IF LOCATED IN OR ADJACENT TO SIDEWALKS, A 30" MINIMUM CLEAR AND 48" PREFERRED PASSING SPACE ON EXISTING AND PROPOSED SIDEWALKS SHALL BE MAINTAINED.
11. PROPOSED SIGNS AT NEW LOCATIONS SHALL BE INSTALLED SO THEY DO NOT BLOCK THE VISIBILITY OF ANY EXISTING SIGNS OR SIGNALS.
12. PROPOSED SIGNS AND POSTS SHALL BE CLEAR OF EXISTING FIRE HYDRANTS, SURFACE UTILITY, AND OVERHEAD UTILITY EQUIPMENT A MINIMUM OF 10'.
13. FOR NEW POST INSTALLATION, THE CONTRACTOR SHALL VERIFY THERE ARE NO CONFLICTING UNDERGROUND OR OVERHEAD UTILITIES
14. SIGNS MOUNTED TO EXISTING LIGHT, SIGNAL, OR UTILITY POLES SHALL BE FASTENED WITH A MANUFACTURED STEEL BANDING SYSTEM. POLES SHALL NOT BE DRILLED DIRECTLY. THE CONTRACTOR SHALL SUBMIT MANUFACTURER INFORMATION ON THE BANDING SYSTEM TO THE CITY ENGINEER FOR APPROVAL PRIOR TO INSTALLATION.
15. IF SIGN INSTALLATION IS SHOWN ON A POLE THAT IS NOT OWNED BY THE CITY, WRITTEN PERMISSION MUST BE OBTAINED FROM THE OWNER (UTILITY COMPANY OR PROPERTY OWNER). THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING REQUIRED PERMISSION.
16. ALL SIGN LOCATIONS SHOWN ON THE PLANS ARE SCHEMATIC AND MAY NOT REFLECT ACTUAL FIELD LOCATIONS. THE CONTRACTOR SHALL VERIFY EACH LOCATION PRIOR TO INSTALLING A SIGN. IF AT ANY POINT THE CONTRACTOR FINDS A CONFLICT, THE CONTRACTOR SHALL CONTACT THE CITY ENGINEER PRIOR TO INSTALLING THE PROPOSED SIGN. PROPOSED SIGN LOCATIONS CAN BE ADJUSTED AS APPROVED BY THE CITY ENGINEER.

MAINTENANCE OF TRAFFIC:

1. THE MUTCD, VDOT, AND CITY OF ALEXANDRIA STANDARD DETAILS AND PROCEDURES FOR MAINTENANCE OF TRAFFIC SHALL BE USED FOR INSTALLATION OF PROPOSED WORK.
2. ALL EXISTING RESIDENTIAL AND COMMERCIAL DRIVEWAYS AND PUBLIC ALLEY ENTRANCES SHALL REMAIN OPEN AT ALL TIMES, UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER.
3. FOR LOCATIONS WHERE THE WORK WILL BE COMPLETE WITHIN ONE WORKING DAY, THE CONTRACTOR SHALL UTILIZE SIGNS, BARRICADES, CHANNELIZING DEVICES, PORTABLE CHANGEABLE MESSAGE BOARDS, AND WARNING LIGHTS AS NECESSARY TO COMPLY WITH VDOT AND MUTCD REQUIREMENTS FOR SHORT-TERM STATIONARY WORK AND MOBILE WORK.
4. TEMPORARY "MOBILE" LANE CLOSURES UTILIZING VEHICLES WITH WARNING LIGHTS AND SIGNS PER THE MUTCD WILL BE ALLOWED FOR LANE CLOSURES WHERE THE WORK WILL BE COMPLETED WITHIN ONE WORKING DAY. FOR LOCATIONS WHERE THE WORK WILL NOT BE COMPLETE WITHIN ONE WORKING DAY, THE CONTRACTOR SHALL UTILIZE SIGNS, BARRICADES, CHANNELIZING DEVICES, PORTABLE CHANGEABLE MESSAGE BOARDS, AND WARNING LIGHTS AS NECESSARY TO COMPLY WITH VDOT AND MUTCD REQUIREMENTS FOR INTERMEDIATE-TERM STATIONARY WORK.
5. THE SIDEWALKS AND CROSSWALKS MUST REMAIN OPEN AT ALL TIMES UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER.
6. SIGNS SHALL BE INSTALLED PRIOR TO THE COMMENCEMENT OF WORK AND REMOVED IMMEDIATELY AFTER COMPLETION OF ACTIVITIES.
7. FULL VIEW OF ADVANCE WARNING SIGNS SHALL BE CLEAR OF OBSTRUCTION ON APPROACH TO WORK ZONE AND THEY SHALL NOT IMPAIR THE VIEW OF EXISTING TRAFFIC SIGNS.
8. THE CONTRACTOR SHALL OBTAIN THE NECESSARY NOISE PERMIT FOR WEEKEND AND NIGHT-TIME WORK IF NECESSARY.
9. ALL AFFECTED TRAVEL LANES SHALL MAINTAIN A 10' MINIMUM WIDTH UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER.

DEMOLITION NOTES:

1. THE CONTRACTOR SHALL PERFORM DEMOLITION ACTIVITIES AS NOTED AND SHOWN ON THESE PLANS AND AS DIRECTED BY CITY INSPECTOR.
2. INSTALL ALL EROSION AND SEDIMENT CONTROL DEVICES AND TREE PROTECTION PRIOR TO BEGINNING DEMOLITION WORK.
3. DEMOLITION DETAILS AND NOTES ARE INTENDED TO DEPICT GENERAL DEMOLITION AND UTILITY WORK AND ARE NOT INTENDED TO IDENTIFY EACH ELEMENT OF DEMOLITION OR RELOCATION. CONTRACTOR SHALL COORDINATE WITH THE CITY OF ALEXANDRIA, VDOT, AND ANY UTILITY COMPANIES PRIOR TO WORK.
4. THE CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES TO REMAIN IN PLACE. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING EXISTING CONCRETE CURBS, POSTS, SIGNS, AND OTHER ELEMENTS TO REMAIN DURING DEMOLITION. ANY DAMAGE TO PROPERTY CAUSED BY THE CONTRACTOR SHALL BE RESTORED BY THE CONTRACTOR AT NO EXPENSE TO THE OWNER.
5. MATERIALS REMOVED UNDER CLEARING/DEMOLITION WORK, NOT TO BE RELOCATED OR TO BE TURNED OVER TO THE CITY, SHALL BE REMOVED AS DIRECTED BY THE CITY AND THE CONTRACTOR SHALL LEGALLY DISPOSE OF ALL DEBRIS FROM THE SITE.
6. THE CONTRACTOR SHALL TAKE PRECAUTIONS TO AVOID UNNECESSARY DAMAGE TO EXISTING ROAD SURFACES.
7. EXISTING ITEMS TO REMAIN WHICH ARE DAMAGED DURING CONSTRUCTION SHALL BE RESTORED TO ITS ORIGINAL CONDITION AT THE EXPENSE OF THE CONTRACTOR.
8. THE CONTRACTOR SHALL INFORM MISS UTILITY OF VIRGINIA AND THE CITY OF ALEXANDRIA 48 HOURS PRIOR TO PERFORMING EXCAVATION OPERATIONS. CERTAIN UTILITIES WITHIN THE VICINITY OF THIS PROJECT AREA ARE SHOWN ON THE PLANS. THE UTILITIES SHOWN ARE NOT GUARANTEED TO BE COMPLETE FOR ACCURATELY LOCATED. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL EXISTING UTILITIES AND LIGHTING SYSTEMS BEFORE PROCEEDING WITH WORK.
9. ASPHALT OR CONCRETE TO BE REMOVED SHALL BE SAW CUT AND CAREFULLY REMOVED TO AVOID DAMAGE TO EXISTING PAVEMENT TO REMAIN. ASPHALT SHALL BE REMOVED ONLY WHEN WORK IS TO PROCEED IMMEDIATELY TO AVOID SLOUGHING OF THE ADJACENT PAVEMENT BASE MATERIAL.
10. WHERE NEW CONCRETE CURB IS INSTALLED, CONTRACTOR SHALL PROVIDE A SMOOTH AND UNIFORM EDGE AND CAUSE MINIMAL DISTURBANCE TO THE EXISTING ASPHALT TO REMAIN.

EROSION AND SEDIMENT CONTROL:

1. EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE CONSTRUCTED AND MAINTAINED ACCORDING TO THE MINIMUM STANDARDS AND SPECIFICATIONS OF THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK AND THE VIRGINIA REGULATIONS SECTION 4VAC50-30 EROSION AND SEDIMENT CONTROL REGULATIONS.
2. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING THE REQUIRED EROSION AND SEDIMENT CONTROL MEASURES TO THE SATISFACTION OF THE CITY SITE INSPECTOR.
3. EXISTING TREES ARE TO REMAIN AND BE PROTECTED FROM CONSTRUCTION ACTIVITIES UNLESS OTHERWISE SPECIFIED IN THESE PLANS.
4. AN EROSION AND SEDIMENT CONTROL PLAN MUST BE APPROVED BY THE DIRECTOR OF TRANSPORTATION AND ENVIRONMENTAL SERVICES PRIOR TO ANY LAND DISTURBING ACTIVITY GREATER THAN 2,500 SF.
5. A "CERTIFIED LAND DISTURBER" (CLD) SHALL BE NAMED IN A LETTER TO THE DIVISION CHIEF OF CONSTRUCTION AND INSPECTION (C&I), DEPARTMENT OF TRANSPORTATION AND ENVIRONMENTAL SERVICES PRIOR TO ANY LANE DISTURBING ACTIVITIES. IF THE CLD CHANGES DURING THE PROJECT, THAT CHANGE MUST BE NOTED IN A LETTER TO THE DIVISION CHIEF. A NOTE TO THIS EFFECT SHALL BE PLACED ON THE EROSION AND SEDIMENT CONTROL SHEETS ON THE PLAN.
6. THE DEPARTMENT OF TRANSPORTATION AND ENVIRONMENTAL SERVICES, CONSTRUCTION AND INSPECTION (C&I) DIVISION MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENTS OF LAND DISTURBING ACTIVITY,AND ONE WEEK PRIOR TO THE FINAL INSPECTION. THE RESPONSIBLE CLD SHALL ATTEND THE PRE-CONSTRUCTION MEETINGS.
7. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CONSTRUCTED AS A FIRST STEP IN ANY LAND DISTURBING ACTIVITY AND SHALL BE MADE FUNCTIONAL BEFORE UPSLOPE LAND DISTURBANCE TAKES PLACE.
8. CONSTRUCTION SHALL BE SEQUENCED SUCH THAT GRADING OPERATION CAN BEGIN AND END AS QUICKLY AS POSSIBLE. AREAS NOT TO BE DISTURBED MUST BE CLEARLY MARKED OR FLAGGED.
9. AN INSPECTION BY THE CITY OF ALEXANDRIA IS REQUIRED AFTER INITIAL INSTALLATION OF EROSION AND SEDIMENT CONTROL MEASURES AND BEFORE ANY CLEARING OR GRADING CAN BEGIN.
10. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
11. PRIOR TO COMMENCING ANY LAND DISTURBING ACTIVITIES IN AREAS OTHER THAN THOSE INDICATED ON THESE PLANS THE CONTRACTOR SHALL SUBMIT A SUPPLEMENTARY EROSION CONTROL PLAN TO THE OWNER FOR REVIEW AND APPROVAL BY THE CITY OF ALEXANDRIA.
12. THE CONTRACTOR SHALL KEEP DENUDED AREAS TO A MINIMUM. PERMANENT OR TEMPORARY SOIL STABILIZATION SHALL BE APPLIED TO DENUDED AREAS WITHIN 7 DAYS AFTER FINAL GRADE IS REACHED ON ANY PORTION OF THE SITE. TEMPORARY SOIL STABILIZATION SHALL BE APPLIED WITHIN 7 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. ANY STOCKPILED MATERIAL WHICH WILL REMAIN IN PLACE LONGER THAN 10 DAYS MUST BE SEEDED FOR TEMPORARY VEGETATION AND MULCHED WITH STRAW MULCH OR OTHERWISE STABILIZED.
13. 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.
14. THE CONTRACTOR SHALL INSPECT ALL EROSION CONTROL MEASURES DAILY 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.
15. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ADDITIONAL EROSION CONTROL MEASURES AS NECESSARY TO PREVENT EROSION AND SEDIMENTATION AND AS DETERMINED BY THE DIRECTOR OF TRANSPORTATION AND ENVIRONMENTAL SERVICES (T&ES) OF THE CITY OF ALEXANDRIA.
16. DENUDED SLOPES, EITHER DISTURBED OR CREATED BY THIS PLAN THAT EXCEED 2,500 SF ARE TO BE SODDED AND PEGGED FOR STABILITY AND EROSION CONTROL. AT THE COMPLETION OF THE PROJECT AND PRIOR TO THE RELEASE OF THE BOND, ALL DISTURBED AREAS SHALL BE STABILIZED PERMANENTLY AND ALL TEMPORARY EROSION AND SEDIMENT CONTROLS SHALL BE REMOVED.
17. INSTALL SILT FENCE AND TREE PROTECTION, WHERE APPLICABLE, TO THE EXTENT POSSIBLE. TREE PROTECTION SHALL BE INSTALLED AT THE DRIP LINE OF THE TREE(S).
18. DUST CONTROL SHALL BE ACCOMPLISHED BY TEMPORARY VEGETATIVE COVER AND BY IRRIGATION AS NEEDED.
19. CONTRACTOR SHALL RESTORE/REPAIR DAMAGED AREAS OUTSIDE OF LIMITS OF DISTURBANCE TO EXISTING CONDITIONS AFTER CONSTRUCTION IS COMPLETED.

SURVEY NOTES:

1. SURVEY PREPARED BY:
   CITY OF ALEXANDRIA DEPARTMENT OF TRANSPORTATION AND ENVIRONMENTAL SERVICES DEVELOPMENT AND RIGHT OF WAY SERVICES
   SURVEY SECTION 2900-B BUSINESS CENTER DRIVE, ALEXANDRIA, VA. 22314
2. SURVEY PROJECT #: 22-11-02
3. HORIZONTAL DATUM FOR PROJECT CONTROL IS BASED UPON NAD 83 VIRGINIA NORTH ZONE (MYCS2), AND WAS ESTABLISHED BY RTK GPS OBSERVATION IN 12-01-22. PROJECT COORDINATES CAN BE MULTIPLIED BY THE APPROPRIATE COMBINED SCALE FACTOR FOR THIS LOCATION TO BETTER REPRESENT VALUES ON VIRGINIA GRID NORTH
4. VERTICAL DATUM FOR PROJECT CONTROL IS BASED UPON NAVD 88 (GEOID 18), AND WAS ESTABLISHED BY RTK GPS OBSERVATION IN 12-01-22.
5. SUBSURFACE UTILITY DESIGNATION AND LOCATION WAS NOT PERFORMED IN CONJUNCTION WITH THIS SURVEY. NOT ALL UNDERGROUND UTILITIES ARE SHOWN HEREON.
6. EXISTING STRIPING/TRAFFIC PAINT IS NOT SHOWN ON THIS SURVEY.
7. RESOURCE PROTECTION AREAS AND FEMA FLOOD ZONES (IF ANY) ARE SHOWN PER GIS LOCATION ONLY. THIS TOPOGRAPHIC SURVEY DID NOT INCLUDE A FLOOD STUDY OR ENVIRONMENTAL STUDY.
8. ALL BUILDING LOCATIONS ARE SHOWN PER GIS ONLY (INCLUDING THOSE IN TOPO SURVEY AREA). FEATURES SHOWN PER GIS WERE NOT SURVEY VERIFIED AND MAY NOT MEET MINIMUM ACCURACY STANDARDS.
9. THIS SURVEY WAS PREPARED FOR THE CITY OF ALEXANDRIA (AND THEIR DIRECT ASSIGNS) ONLY. THIS SURVEY IS INTENDED FOR THE SPECIFIC CITY INITIATED PROJECT (CIRCA 2022) ONLY. ANY OTHER USE OF THIS DATA IS STRICTLY PROHIBITED.
10. THOSE AREAS DESIGNATED AS 'ADD. TOPO AREA' WERE REQUESTED AFTER ORIGINAL DELIVERABLE FOR ADDITIONAL INFO AT A FEW LOCATIONS. ROW LINES ARE NOT SHOWN IN THESE AREAS.
11. CONTOUR INTERVAL: 1'
12. ANY BOUNDARY INFORMATION SHOWN HEREON WAS COMPILED FROM EXISTING LAND RECORDS AND DOES NOT REPRESENT A FIELD RUN BOUNDARY SURVEY.

NOT APPROVED 30% COMPLETED FOR CONSTRUCTION

30% SUBMITTAL

CITY OF ALEXANDRIA VIRGINIA

KITTELSON & ASSOCIATES
300 M STREET SE, SUITE 810
WASHINGTON, DC 20003
P 202.450.3710

REVISIONS

DESCRIPTION	BY	DATE

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APPROVED BY: -	DATE:	-

WILLIAM RAMSEY SAFE ROUTES TO SCHOOL IMPROVEMENTS

WILLIAM RAMSEY SAFE ROUTES TO SCHOOL IMPROVEMENTS

GENERAL NOTES

SHEET 2 OF 13

SCALE: N/A

LEGEND

- UTILITY POLE
- GUY WIRE
- TREE
- MANHOLE
- GRATE INLET
- UTILITY HAND BOX
- TRAVERSE
- LIGHT POLE
- SIGN
- WATER METER
- POST/BOLLARD
- WATER VALVE
- FIRE HYDRANT
- UTILITY MAN HOLE
- BUSH
- EDGE OF VEGETATION
- PEDESTRIAN SIGNAL
- PROPERTY LINE/R.O.W. LINE
- SANITARY SEWER MANHOLE
- STORM SEWER MANHOLE

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30%
COMPLETED
FOR CONSTRUCTION

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WILLIAM RAMSEY SAFE ROUTES TO SCHOOL IMPROVEMENTS

CITY OF ALEXANDRIA VIRGINIA

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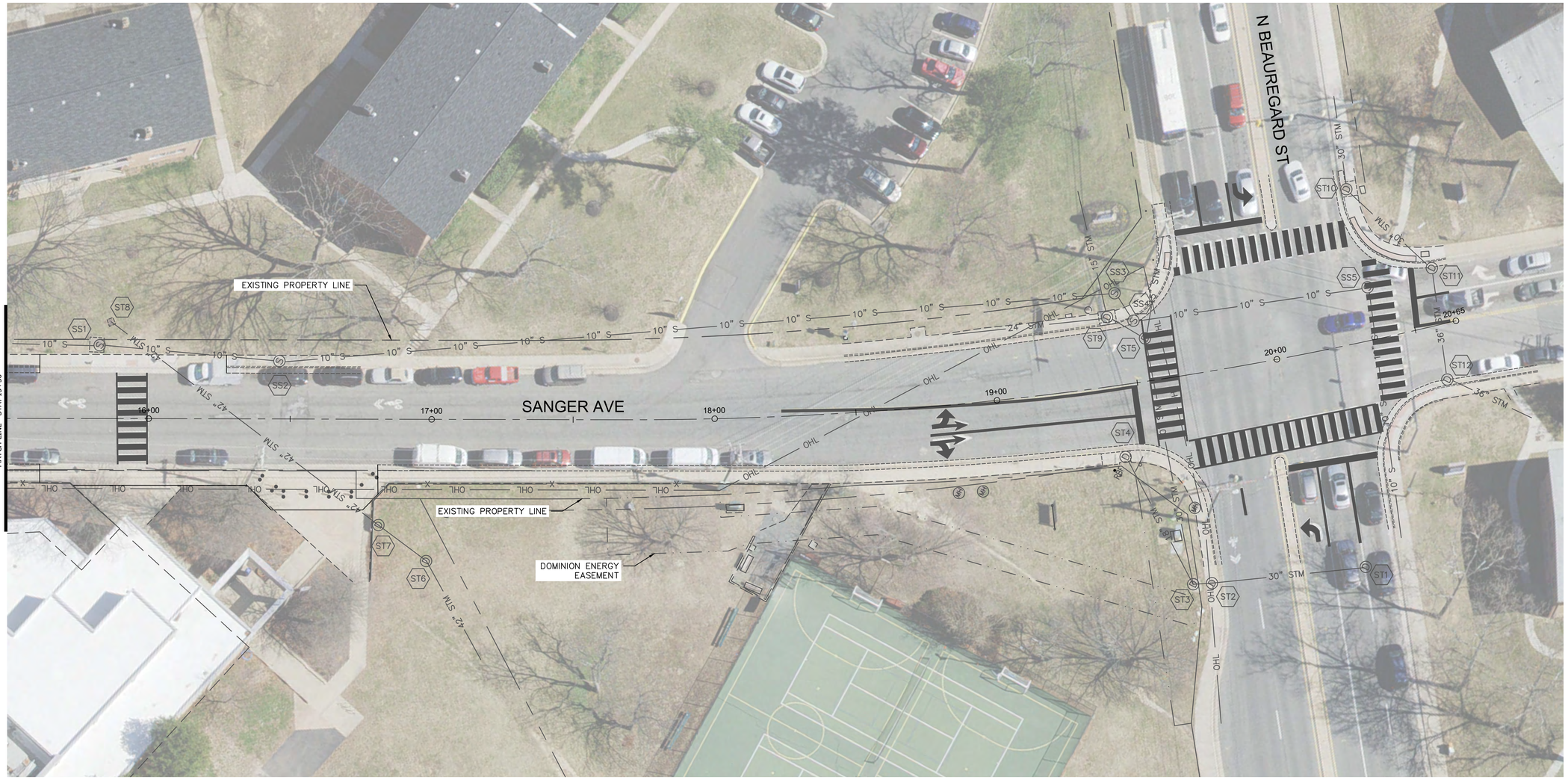
WILLIAM RAMSEY SAFE ROUTES TO SCHOOL IMPROVEMENTS

EXISTING CONDITIONS PLAN

SHEET
3 OF 13

SCALE: 1"=20'



LEGEND

- UTILITY POLE
- GUY WIRE
- TREE
- MANHOLE
- GRATE INLET
- UTILITY HAND BOX
- TRAVERSE
- LIGHT POLE
- SIGN
- WATER METER
- POST/BOLLARD
- WATER VALVE
- FIRE HYDRANT
- UTILITY MAN HOLE
- BUSH
- EDGE OF VEGETATION
- PEDESTRIAN SIGNAL
- PROPERTY LINE/R.O.W. LINE
- SANITARY SEWER MANHOLE
- STORM SEWER MANHOLE
- UTILITY EASEMENT

STORM SEWER STRUCTURE AS-BUILT TABLE

STURCTURE #	RIM ELEV.	PIPE INFO.	INV. IN	PIPE INFO.	INV. IN	PIPE INFO.	INV. IN	PIPE INFO.	INV. OUT
ST1	112.35	CAN'T OPEN							
ST2	112.95	30"RCP(ST3)	107.95					30"RCP	107.85
ST3	113.12	18"RCP(ST4)	108.87	30"RCP(ST5)	108.02			30"RCP	107.97
ST4	113.73							18"RCP	110.48
ST5	113.35	24"RCP(NW)	109.98	15"RCP€	110.38			30"RCP	109.75
ST6	122.08	42"RCP(ST7	115.40					42"RCP	114.67
ST7	123.22	42"RCP(ST8)	115.75					42"RCP	115.75
ST8	127.23							42"RCP	119.34
ST9	113.81	15"RCP(NW)	110.51	15"RCP(NE)	110.73			21"RCP	110.42
ST10	113.99	30"RCP (NE)	104.64					30"RCP	104.49
ST11	110.51	CAN'T OPEN							
ST12	110.63	36"RCP (ST11)	102.90					48"RCP	102.86

SANITARY SEWER STRUCTURE AS-BUILT TABLE

STURCTURE #	RIM ELEV.	PIPE INFO.	INV. IN	PIPE INFO.	INV. IN	PIPE INFO.	INV. IN	PIPE INFO.	INV. OUT
SS1	129.05	10"RCP (NW)	125.28					10"RCP	125.76
SS2	124.88	10"RCP(SS1)			10"RCP(NE)	116.73		10"RCP	116.28
SS3	114.29	10"RCP(SS2)	108.37					10"RCP	108.24
SS4	113.32	10"RCP(SS3)	107.98					10"RCP	107.85
SS5	112.08	10"RCP(SS4)	103.48					10"RCP	103.31

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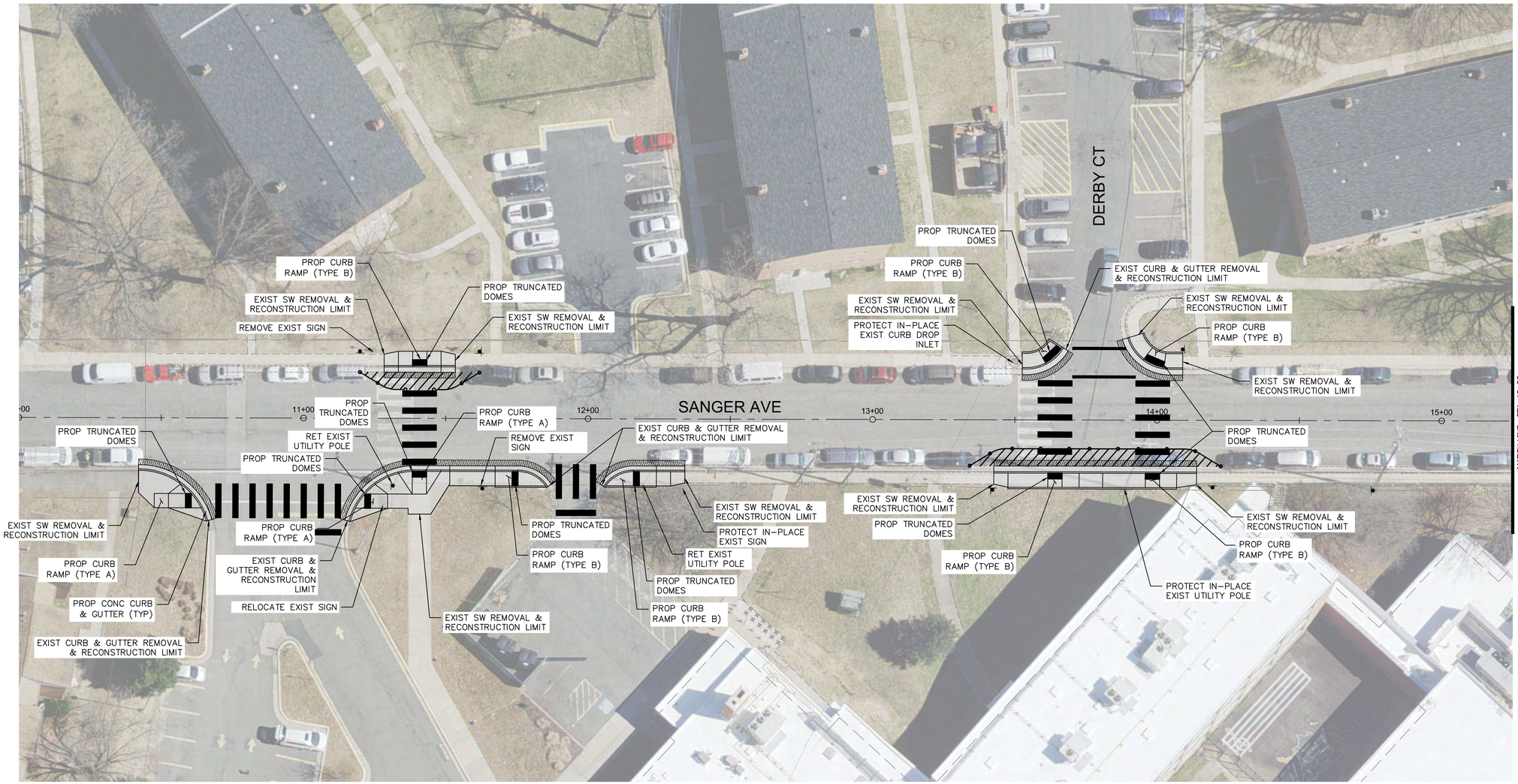
WILLIAM RAMSEY SAFE ROUTES TO SCHOOL IMPROVEMENTS

WILLIAM RAMSEY SAFE ROUTES TO SCHOOL IMPROVEMENTS
EXISTING CONDITIONS PLAN

SHEET
4 OF 13
SCALE: 1"=20'



LEGEND

PROPOSED CONCRETE SIDEWALK

ASPHALT REPAIR

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30% SUBMITTAL

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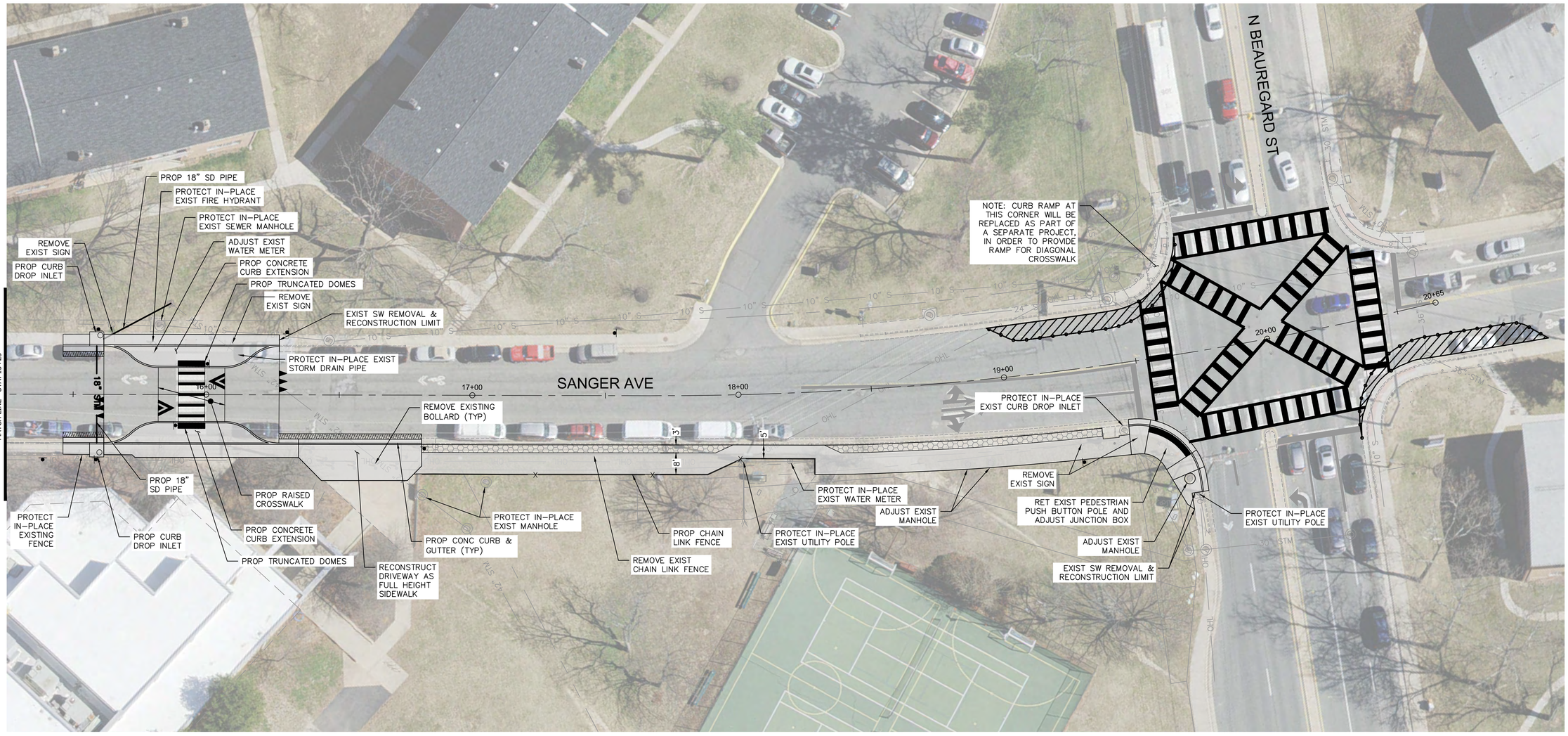
WILLIAM RAMSEY SAFE ROUTES TO SCHOOL IMPROVEMENTS

WILLIAM RAMSEY SAFE ROUTES TO SCHOOL IMPROVEMENTS
CONTRUCTION PLAN

SHEET
5 OF 13
SCALE: 1"=20'

WILLIAM RAMSEY SAFE ROUTES TO SCHOOL IMPROVEMENTS



LEGEND

- PROPOSED CONCRETE SIDEWALK
- PROPOSED LANDSCAPED BUFFER
- ASPHALT REPAIR

NOT APPROVED
30% COMPLETED
FOR CONSTRUCTION

30% SUBMITTAL

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300 M STREET SE, SUITE 810
WASHINGTON, DC 20003
P 202.450.3710

REVISIONS

DATE	BY	DESCRIPTION

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WILLIAM RAMSEY SAFE ROUTES TO SCHOOL IMPROVEMENTS

WILLIAM RAMSEY SAFE ROUTES TO SCHOOL IMPROVEMENTS
CONSTRUCTION PLAN

SHEET
6 OF 13
SCALE: 1"=20'

WILLIAM RAMSEY SAFE ROUTES TO SCHOOL IMPROVEMENTS

PAVEMENT MARKING LEGEND

- (A) INSTALL PAINTED CURB EXTENSION, SEE DETAIL ON SHEET 11
- (B) TYPE B, CLASS I, LONGITUDINAL CROSS WALK, 10 FT WIDTH
- (C) TYPE B, CLASS I, TRANSVERSE CROSS WALK, 8 FT WIDTH
- (D) TYPE B, CLASS I, 24" STOP BAR
- (E) TYPE B, CLASS I, RAISED CROSSWALK MARKING
- (F) TYPE B, CLASS I, 24" WIDTH YIELD LINE MARKING
- (G) TYPE B, CLASS I, HIGH VISIBILITY CROSS WALK, 10 FT WIDTH

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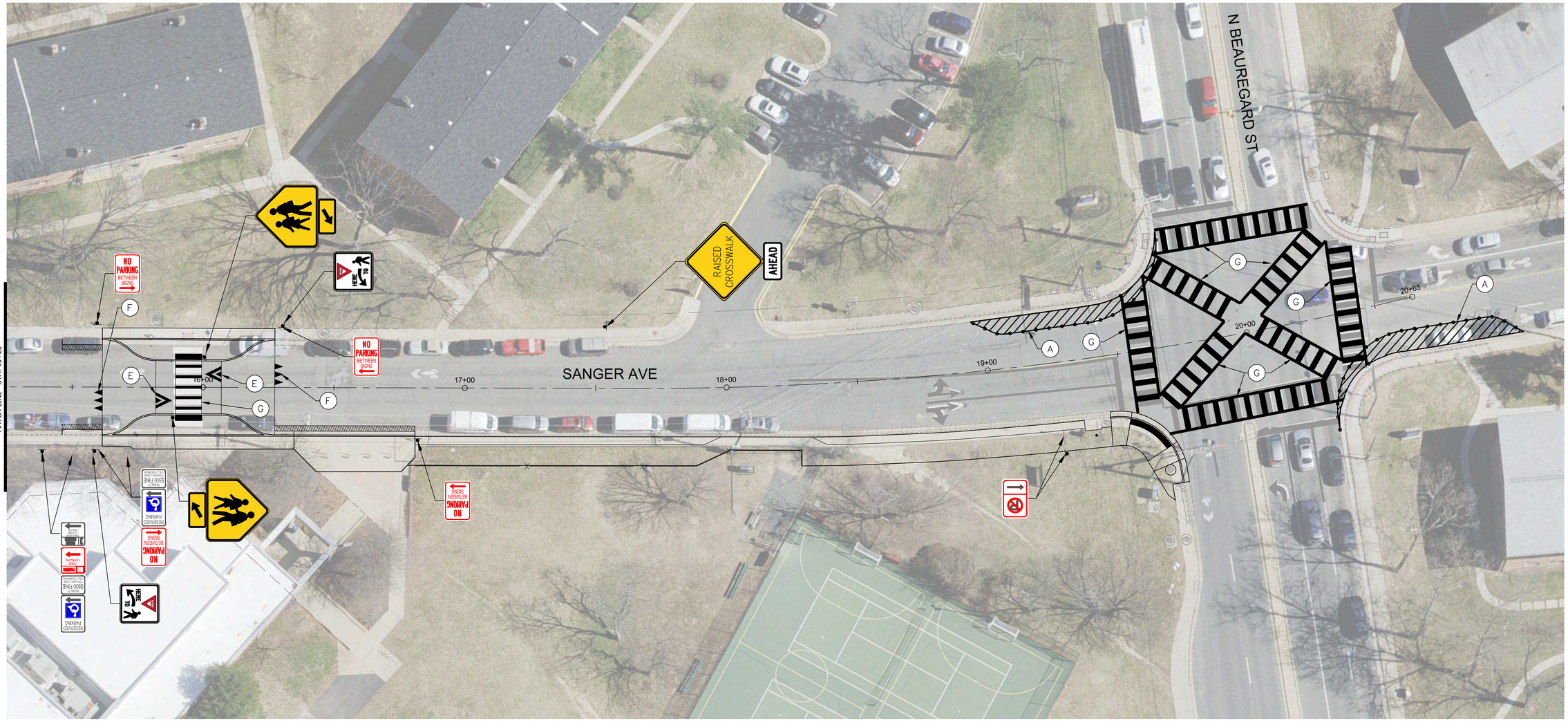
WILLIAM RAMSEY SAFE ROUTES TO SCHOOL IMPROVEMENTS

WILLIAM RAMSEY SAFE ROUTES TO SCHOOL IMPROVEMENTS

SIGNING & STRIPING PLAN

SHEET
9 OF 13
SCALE: 1"=20'



SEE SHEET 9
MATCH LINE - STA: 15+25

PAVEMENT MARKING LEGEND

- (A) INSTALL PAINTED CURB EXTENSION, SEE DETAIL ON SHEET 11
- (B) TYPE B, CLASS I, LONGITUDINAL CROSS WALK, 10 FT WIDTH
- (C) TYPE B, CLASS I, TRANSVERSE CROSS WALK, 8 FT WIDTH
- (D) TYPE B, CLASS I, 24" STOP BAR
- (E) TYPE B, CLASS I, RAISED CROSSWALK MARKING
- (F) TYPE B, CLASS I, 24" WIDTH YIELD LINE MARKING
- (G) TYPE B, CLASS I, HIGH VISIBILITY CROSS WALK, 10 FT WIDTH

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WILLIAM RAMSEY SAFE ROUTES TO SCHOOL IMPROVEMENTS

CITY OF ALEXANDRIA VIRGINIA

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P 202.450.3710

REVISIONS

DESCRIPTION	DATE	BY

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CHECKED BY: ARM DATE: ____-____
APPROVED BY: ____ DATE: ____-____

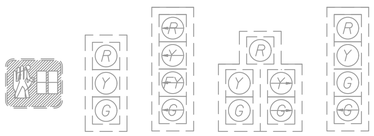
WILLIAM RAMSEY SAFE ROUTES TO SCHOOL IMPROVEMENTS

SIGNING & STRIPING PLAN

SHEET
10 OF 13

SCALE: 1"=20'

EXISTING SIGNALS (TO REMAIN)



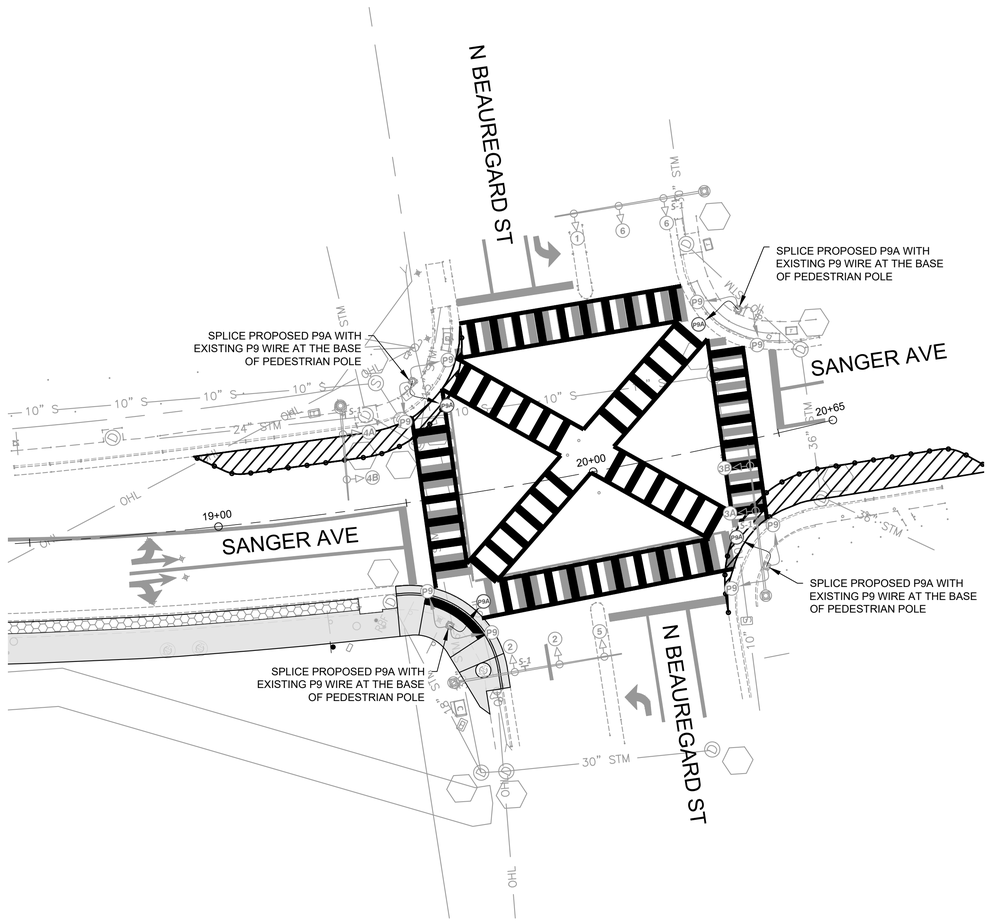
HEADS P9 | HEADS 2,3A,6 | HEADS 1,5 | HEADS 4A | HEADS 3B,4B

EXISTING SIGNS (TO REMAIN)

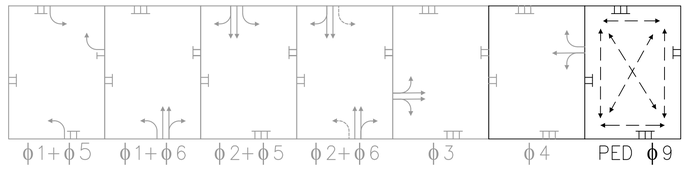
S-1

PROPOSED SIGNALS

HEADS P9A



PHASING DIAGRAM*



* PHASING NUMBER TO BE CONFIRMED IN NEXT SUBMITTAL

INITIAL TIMING CHART*									
PHASE	1	2	3	4	5	6	7	8	9
MOVEMENT	NB LEFT	SB THRU	EB LEFT	WB THRU	SB LEFT	NB THRU			PED ONLY
PHASE ON	X	X	X	X	X	X			X
PHASE OFF							X	X	
PHASE TIMINGS									
MIN GR	0.0	0.0	0.0	0.0	0.0	0.0	NOT USED	NOT USED	0.0
PASSAGE	0.0	0.0	0.0	0.0	0.0	0.0			0.0
AMBER	0.0	0.0	0.0	0.0	0.0	0.0			0.0
RED	0.0	0.0	0.0	0.0	0.0	0.0			0.0
MAX 1	0.0	0.0	0.0	0.0	0.0	0.0			0.0
MAX 2	0.0	0.0	0.0	0.0	0.0	0.0			0.0
MIN GAP	0.0	0.0	0.0	0.0	0.0	0.0			0.0
TIME BEFORE REDUCTION	0.0	0.0	0.0	0.0	0.0	0.0			0.0
TIME TO REDUCE	0.0	0.0	0.0	0.0	0.0	0.0			0.0
PED WALK	0.0	0.0	0.0	0.0	0.0	0.0			0.0
PED CLEARANCE	0.0	0.0	0.0	0.0	0.0	0.0			0.0
MODE									

* TO BE UPDATED IN NEXT SUBMITTAL

COLOR SEQUENCE CHART									
PHASE	1	2	3	4	5	6	9	2+6	
SIGNAL	R/W	R/W	R/W	R/W	R/W	R/W	R/W	R/W	FLASH
1	~~G~~							~~Y~~	FYA
2		G						G	Y
3A			G						R
3B			G/~~G~~						R
4A				G	~~G~~				R
4B				G/~~G~~					R
5					~~G~~			~~Y~~	FYA
6						G		G	Y
P9							WALK		BLANK
P9A							WALK		BLANK

NOTE:BLANK SPACES REPRESENT A RED DISPLAY. WALK INDICATION DISPLAYED AFTER PEDESTRIAN CALL IS SERVICED; OTHERWISE "DON'T WALK" INDICATION IS DISPLAYED.

GENERAL NOTES:

1. EXISTING SIGNAL POLES, PEDESTRIAN POLES, JUNCTION BOXES ARE BASED ON AVAILABLE SURVEY DATA AND INFORMATION OBTAINED DURING SITE VISITS. THESE ITEMS ARE SHOWN AT THEIR APPROXIMATE LOCATION BASED ON THE AVAILABLE INFORMATION.
2. THE CONTRACTOR SHALL NOTIFY THE CITY OF ANY CONFLICTS BETWEEN THE PLANS AND THE FIELD CONDITIONS AND OBTAIN WRITTEN AUTHORIZATION FROM THE CITY TO DEVIATE FROM THE PLANS TO PROVIDE THE PROPOSED SIGNAL CONFIGURATION SHOWN IN THESE PLANS.
3. CONTRACTOR SHALL REMOVE UNUSED SIGNAL CABLE FROM EXISTING CONDUITS IF NO LONGER BEING USED TO OPERATE THE TRAFFIC SIGNAL.
4. THESE PLANS ASSUME THAT APPROPRIATE PEDESTRIAN POLES, PEDESTRIAN SIGNAL HEADS, CONDUIT AND JUNCTION BOX GROUNDING IS IN PLACE.

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WILLIAM RAMSEY SAFE ROUTES TO SCHOOL IMPROVEMENTS

WILLIAM RAMSEY SAFE ROUTES TO SCHOOL IMPROVEMENTS

SIGNAL PLAN

SHEET 13 OF 13

SCALE: 1"=20'