

REQUEST FOR PROJECT REVIEW

PROJECT INFORMATION	
Proj. Name and Number:	Burlington STP BP21(11)
EA No.:	BP21011-101
PPMS:	21F267
Project Manager:	Ande Deforge
Program:	Municipal Assistance
Phase:	Conceptual
District:	District 5
If Multiple Districts Specify	
Traffic Signal:	No
Precast Elements:	No

DOCUMENTS FOR REVIEW AND FILES LOCATION	
PLANS	FILE LOCATION : Z:\Highways\MUN\LCL\LTF Projects\Burlington STP BP21(11) - 21F267\4. Conceptual Plans
ESTIMATE	FILE LOCATION : Z:\Highways\MUN\LCL\LTF Projects\Burlington STP BP21(11) - 21F267\4. Conceptual Plans
	FILE LOCATION : <div style="border: 1px solid green; padding: 2px;">Implementation of the WZ Safety & Mobility Policy (02/04/2021) is required for all federal-aid highway projects and expected for all other construction and maintenance activities on Vermont highways. At a minimum, a TMP checklist will be required for all contracts after October 1, 2021, for informational purposes. For more information refer to the following link: https://vtrans.vermont.gov/highway/work-zone-safety</div>
	FILE LOCATION :
	FILE LOCATION :

TIME LINES	
SUBMITTED:	04-25-2023
DEADLINE:	05-18-2023
COMPLETED:	

INVITEES FOR REVIEW

<input checked="" type="checkbox"/> MOB Districts	<input type="checkbox"/> PDB Right-of-Way	<input checked="" type="checkbox"/> PDB Environmental Section	<input checked="" type="checkbox"/> CMB Geotechnical Engineering Section	<input type="checkbox"/> FHWA	<input type="checkbox"/> PPAID Permitting Services
		<small>REVIEWED By [Name] on [Date]</small>	<small>Reviewed By [Name] on [Date]</small>	Include on all PoDI and WCRS Projects	
	<input checked="" type="checkbox"/> PDB Structural Section	<input checked="" type="checkbox"/> PDB Hydraulics Section	<input type="checkbox"/> AMP Budget and Programming	<input checked="" type="checkbox"/> Rail Bureau	<input type="checkbox"/> Regional Planners
	<small>REVIEWED By [Name] on [Date]</small>		Include on all reviews that include bridges within the Project Limits	<input type="checkbox"/> VRS	<input type="checkbox"/> Aviation
<input checked="" type="checkbox"/> Operations and Safety Bureau	<input type="checkbox"/> PDB Survey Section	<input type="checkbox"/> CMB Construction Section	<input type="checkbox"/> AMP NBIS Inspections and Budget	<small>REVIEWED By [Name] on [Date]</small>	
<small>REVIEWED in all projects By [Name] on [Date]</small>			Include on all reviews that include bridges within the Project Limits	<input type="checkbox"/> Civil Rights	
<input type="checkbox"/> Support Services Bureau	<input type="checkbox"/> PDB Utility Section	<small>Reviewed By [Name] on [Date]</small>	<input type="checkbox"/> AMP Rumble Stripes		Others:
		<small>Reviewed By [Name] on [Date]</small>	See Notes at the bottom of this sheet.	<input type="checkbox"/> Policy and Planning Bureau	<small>REVIEWED By Peter Pochop (peter.pochop@vermont.gov) at 10:47 am, May 18, 2023</small>
<input checked="" type="checkbox"/> MAB Bicycle and Pedestrian Program Unit	<input checked="" type="checkbox"/> PDB Highway Safety & Design	<input type="checkbox"/> CMB Materials Testing and Certification Section			Peter Pochop Chris Hunt

Review Focus Notes:

Please charge your time to BP21011-101.

REVIEWED
By Ande Deforge (ande.deforge@vermont.gov) at 10:38 am, May 10, 2023

Print Form

Clear Form

Submit by Email

Online Shared Review

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VTRANS STANDARDS

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- T-134 LIGHT POLE & TRANSFORMER BASE DETAILS
- T-141 BICYCLE PAVEMENT MARKINGS AND SIGN LAYOUT

Are you actually building any streets to these standards?

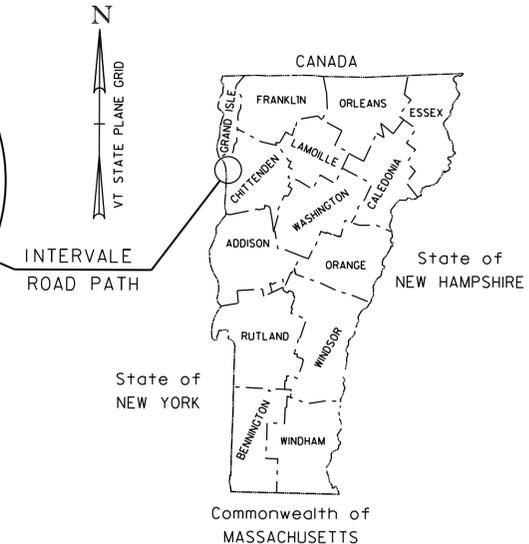
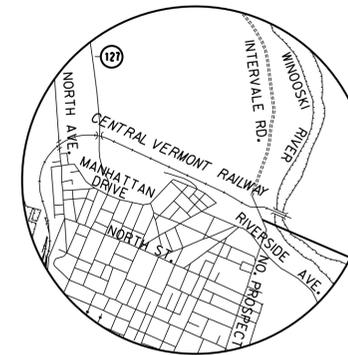
T-17?

Should this be Level 2? Project includes retaining walls

CITY OF BURLINGTON



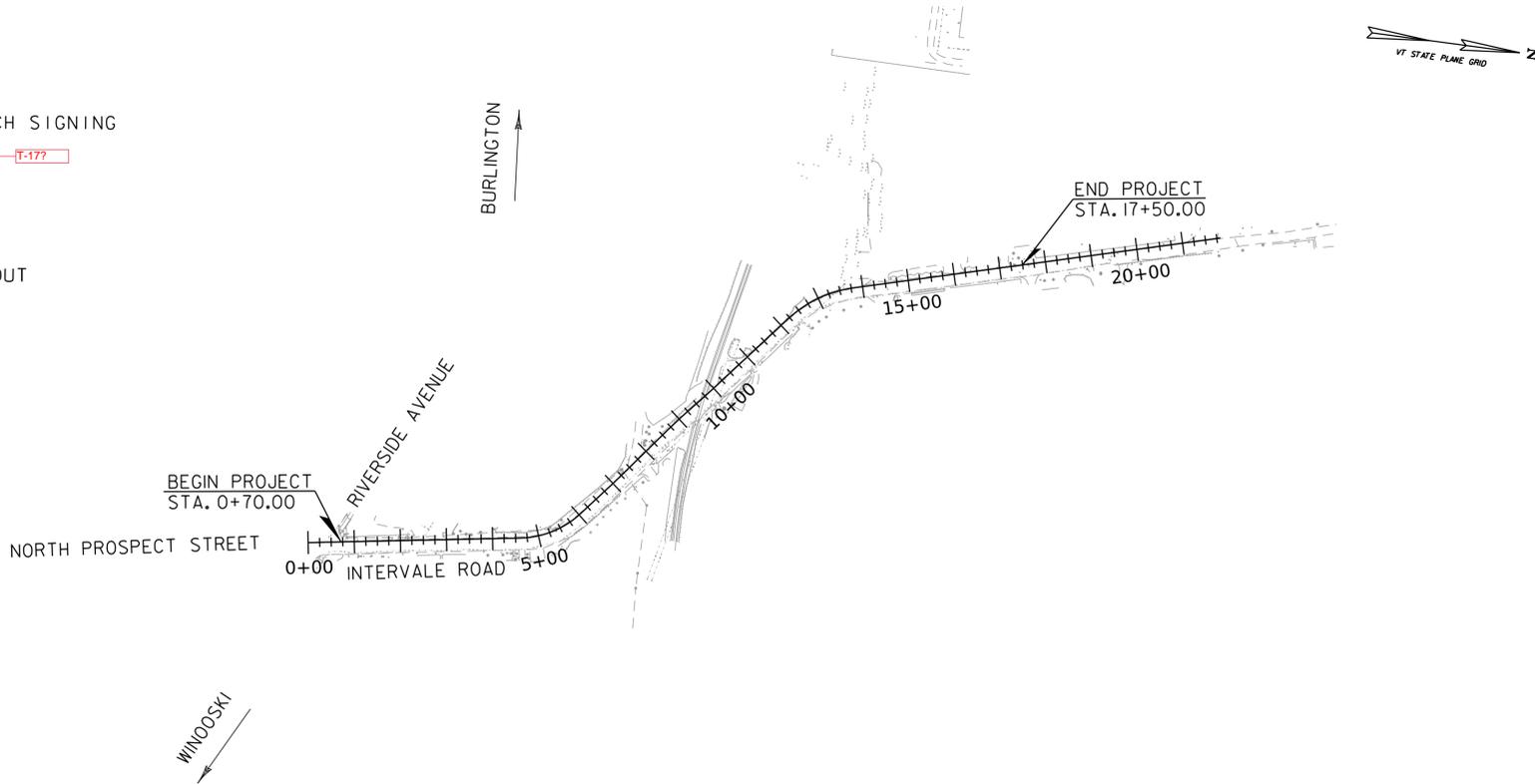
COUNTY OF CHITTENDEN PROPOSED IMPROVEMENT INTERVALE ROAD PATH PROJECT BURLINGTON STP BP21(11)



PROJECT LOCATION: BEGINNING AT THE INTERSECTION OF RIVERSIDE AVENUE AND INTERVALE ROAD/NORTH PROSPECT STREET AND CONTINUING NORTH APPROXIMATELY 1680 FEET ALONG INTERVALE ROAD.

PROJECT DESCRIPTION: WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES THE CONSTRUCTION OF A MULTI-USE PATH, INSTALLATION OF PAVEMENT MARKINGS, LIGHTING, SIGNS, RETAINING WALLS, AND OTHER INCIDENTAL ITEMS.

LENGTH OF PROJECT: 1680 FEET (0.318 MILES)



CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2018, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON APRIL 13, 2018 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

QUALITY ASSURANCE PROGRAM : LEVEL 3
SURVEYED BY : VHB
SURVEYED DATE : 2022
DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83 (2011)

CONCEPTUAL PLANS (25%)
APRIL 2023

PROJECT MANAGER : D.A. GINGRAS
PROJECT NAME : BURLINGTON
PROJECT NUMBER : STP BP21(11)
SHEET 1 OF 31 SHEETS

GENERAL INFORMATION

SYMBOLGY LEGEND NOTE

THE SYMBOLGY ON THIS SHEET IS INTENDED TO COVER STANDARD CONVENTIONAL SYMBOLGY. THE SYMBOLGY IS USED FOR EXISTING & PROPOSED FEATURES WITH HEAVIER LINEWEIGHT, IN COMBINATION WITH PROJECT ANNOTATION, AS NOTED ON PROJECT PLAN SHEETS. THIS LEGEND SHEET COVERS THE BASICS. SYMBOLGY ON PLANS MAY VARY, PLAN ANNOTATIONS AND NOTES SHOULD BE USED TO CLARIFY AS NEEDED.

R. O. W. ABBREVIATIONS (CODES) & SYMBOLS

POINT CODE	DESCRIPTION
CH	CHANNEL EASEMENT
CONST	CONSTRUCTION EASEMENT
CUL	CULVERT EASEMENT
D&C	DISCONNECT & CONNECT
DIT	DITCH EASEMENT
DR	DRAINAGE EASEMENT
DRIVE	DRIVEWAY EASEMENT
EC	EROSION CONTROL
HWY	HIGHWAY EASEMENT
I&M	INSTALL & MAINTAIN EASEMENT
LAND	LANDSCAPE EASEMENT
R&RES	REMOVE & RESET
R&REP	REMOVE & REPLACE
SR	SLOPE RIGHT
UE	UTILITY EASEMENT
(P)	PERMANENT EASEMENT
(T)	TEMPORARY EASEMENT
■	BNDNS BOUND SET
□	BNDNS BOUND TO BE SET
◎	IPNF IRON PIN FOUND
●	IPNS IRON PIN TO BE SET
⊠	CALC EXISTING ROW POINT
○	PROW PROPOSED ROW POINT
[LENGTH]	LENGTH CARRIED ON NEXT SHEET

COMMON TOPOGRAPHIC POINT SYMBOLS

POINT CODE	DESCRIPTION
⊕	APL BOUND APPARENT LOCATION
□	BM BENCHMARK
□	BND BOUND
□	CB CATCH BASIN
⊕	COMB COMBINATION POLE
□	DITHR DROP INLET THROATED DNC
⊕	EL ELECTRIC POWER POLE
○	FPOLE FLAGPOLE
○	GASFIL GAS FILLER
○	GP GUIDE POST
×	GSO GAS SHUT OFF
○	GUY GUY POLE
○	GUYW GUY WIRE
×	GV GATE VALVE
⊕	H TREE HARDWOOD
△	HCTRL CONTROL HORIZONTAL
△	HVCTRL CONTROL HORIZ. & VERTICAL
◇	HYD HYDRANT
○	IP IRON PIN
●	IPIPE IRON PIPE
⊕	LI LIGHT - STREET OR YARD
⊕	MB MAILBOX
○	MH MANHOLE (MH)
■	MM MILE MARKER
■	PM PARKING METER
■	PMK PROJECT MARKER
○	POST POST STONE/WOOD
⊕	RRSIG RAILROAD SIGNAL
⊕	RRSL RAILROAD SWITCH LEVER
⊕	S TREE SOFTWOOD
⊕	SAT SATELLITE DISH
⊕	SHRUB SHRUB
⊕	SIGN SIGN
⊕	STUMP STUMP
⊕	TEL TELEPHONE POLE
○	TIE TIE
⊕	TSIGN SIGN W/DOUBLE POST
⊕	VCTRL CONTROL VERTICAL
○	WELL WELL
×	WSO WATER SHUT OFF

THESE ARE COMMON VAOT SURVEY POINT SYMBOLS FOR EXISTING FEATURES, ALSO USED FOR PROPOSED FEATURES WITH HEAVIER LINEWEIGHT, IN COMBINATION WITH PROPOSED ANNOTATION.

PROPOSED GEOMETRY CODES

CODE	DESCRIPTION
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
CC	CENTER OF CURVE
PT	POINT OF TANGENCY
PCC	POINT OF COMPOUND CURVE
PRC	POINT OF REVERSE CURVE
POB	POINT OF BEGINNING
POE	POINT OF ENDING
STA	STATION PREFIX
AH	AHEAD STATION SUFFIX
BK	BACK STATION SUFFIX
D	CURVE DEGREE OF (100FT)
R	CURVE RADUIS OF
T	CURVE TANGENT LENGTH
L	CURVE LENGTH OF
E	CURVE EXTERNAL DISTANCE

UTILITY SYMBOLGY

UNDERGROUND UTILITIES

— UGU —	UTILITY (GENERIC-UNKNOWN)
— UT —	TELEPHONE
— UE —	ELECTRIC
— UC —	CABLE (TV)
— UEC —	ELECTRIC+CABLE
— UET —	ELECTRIC+TELEPHONE
— UCT —	CABLE+TELEPHONE
— UECT —	ELECTRIC+CABLE+TELEP.
— G —	GAS LINE
— W —	WATER LINE
— S —	SANITARY SEWER (SEPTIC)

ABOVE GROUND UTILITIES (AERIAL)

— AGU —	UTILITY (GENERIC-UNKNOWN)
— T —	TELEPHONE
— E —	ELECTRIC
— C —	CABLE (TV)
— EC —	ELECTRIC+CABLE
— ET —	ELECTRIC+TELEPHONE
— AER E&T —	ELECTRIC+TELEPHONE
— CT —	CABLE+TELEPHONE
— ECT —	ELECTRIC+CABLE+TELEP.
—	UTILITY POLE GUY WIRE

PROJECT CONSTRUCTION SYMBOLGY

PROJECT DESIGN & LAYOUT SYMBOLGY

— — — CZ — — —	CLEAR ZONE
—————	PLAN LAYOUT MATCHLINE

PROJECT CONSTRUCTION FEATURES

▲ —▲ —▲ —▲ —▲	TOP OF CUT SLOPE
○ —○ —○ —○ —○	TOE OF FILL SLOPE
⊗ ⊗ ⊗ ⊗ ⊗	STONE FILL
-----	BOTTOM OF DITCH
====	CULVERT PROPOSED
-----	STRUCTURE SUBSURFACE
PDF — PDF —	PROJECT DEMARCATION FENCE
BF — BF —	BARRIER FENCE
XXXXXXXXXXXXXXXXXXXX	TREE PROTECTION ZONE (TPZ)
////	STRIPING LINE REMOVAL
~~~~~	SHEET PILES

**CONVENTIONAL BOUNDARY SYMBOLGY**

**BOUNDARY LINES**

—————	TOWN BOUNDARY LINE
—————	COUNTY BOUNDARY LINE
—————	STATE BOUNDARY LINE
~~~~~	PROPOSED STATE R.O.W. (LIMITED ACCESS)
~~~~~	PROPOSED STATE R.O.W.
~~~~~	STATE ROW (LIMITED ACCESS)
~~~~~	STATE ROW
~~~~~	TOWN ROW
-----	PERMANENT EASEMENT LINE (P)
-----	TEMPORARY EASEMENT LINE (T)
-----	SURVEY LINE
P — P —	PROPERTY LINE (P/L)
L — L —	PROPERTY LINE (P/L)
SR — SR — SR —	SLOPE RIGHTS
6f — 6f —	6F PROPERTY BOUNDARY
4f — 4f —	4F PROPERTY BOUNDARY
HAZ — HAZ —	HAZARDOUS WASTE

EPSC LAYOUT PLAN SYMBOLGY

EPSC MEASURES

ONNOONNOONNO	FILTER CURTAIN
— — — — —	SILT FENCE
— X — X — X — X —	SILT FENCE WOVEN WIRE
— — — — —	CHECK DAM
▬	DISTURBED AREAS REQUIRING RE-VEGETATION
⊗	EROSION MATTING

SEE EPSC DETAIL SHEETS FOR ADDITIONAL SYMBOLGY

ENVIRONMENTAL RESOURCES

— — — — —	WETLAND BOUNDARY
-----	RIPARIAN BUFFER ZONE
-----	WETLAND BUFFER ZONE
-----	SOIL TYPE BOUNDARY
— T&E —	THREATENED & ENDANGERED SPECIES
HAZ — HAZ —	HAZARDOUS WASTE AREA
— AG —	AGRICULTURAL LAND
— HABITAT —	FISH & WILDLIFE HABITAT
— FLOOD PLAIN —	FLOOD PLAIN
— OHW —	ORDINARY HIGH WATER (OHW)
— — — — —	STORM WATER
— — — — —	USDA FOREST SERVICE LANDS
— — — — —	WILDLIFE HABITAT SUIT/CONN

ARCHEOLOGICAL & HISTORIC

— ARCH —	ARCHEOLOGICAL BOUNDARY
— HISTORIC DIST —	HISTORIC DISTRICT BOUNDARY
— HISTORIC —	HISTORIC AREA
Ⓜ	HISTORIC STRUCTURE

CONVENTIONAL TOPOGRAPHIC SYMBOLGY

EXISTING FEATURES

-----	ROAD EDGE PAVEMENT
-----	ROAD EDGE GRAVEL
-----	DRIVEWAY EDGE
-----	DITCH
-----	FOUNDATION
— X — X — X — X —	FENCE (EXISTING)
□ — □ — □ — □ —	FENCE WOOD POST
○ — ○ — ○ — ○ —	FENCE STEEL POST
~~~~~	GARDEN
— — — — —	ROAD GUARDRAIL
	RAILROAD TRACKS
-----	CULVERT (EXISTING)
-----	STONE WALL
-----	WALL
~~~~~	WOOD LINE
~~~~~	BRUSH LINE
~~~~~	HEDGE
-----	BODY OF WATER EDGE
-----	LEDGE EXPOSED

PROJECT NAME: BURLINGTON

PROJECT NUMBER: STP BP2I(II)

FILE NAME: z58842_legend.dgn

PROJECT LEADER: D.A. GINGRAS

DESIGNED BY: VTRANS

CONVENTIONAL SYMBOLGY LEGEND SHEET

PLOT DATE: 12-APR-2023

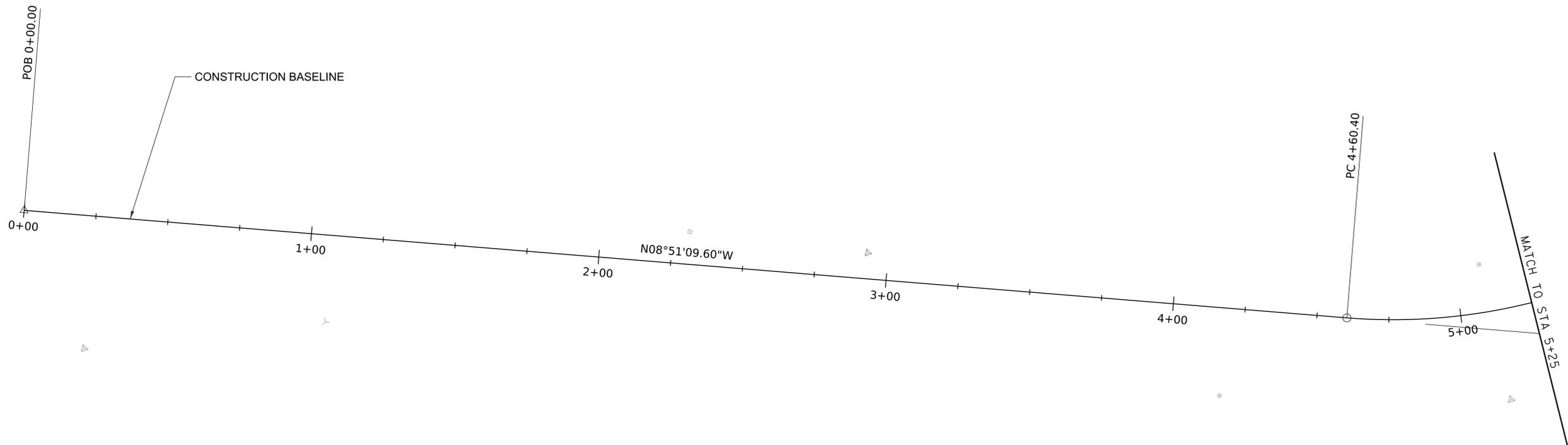
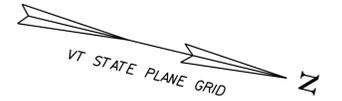
DRAWN BY: VTRANS

CHECKED BY: D.A. GINGRAS

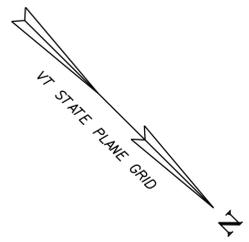
SHEET 2 OF 31



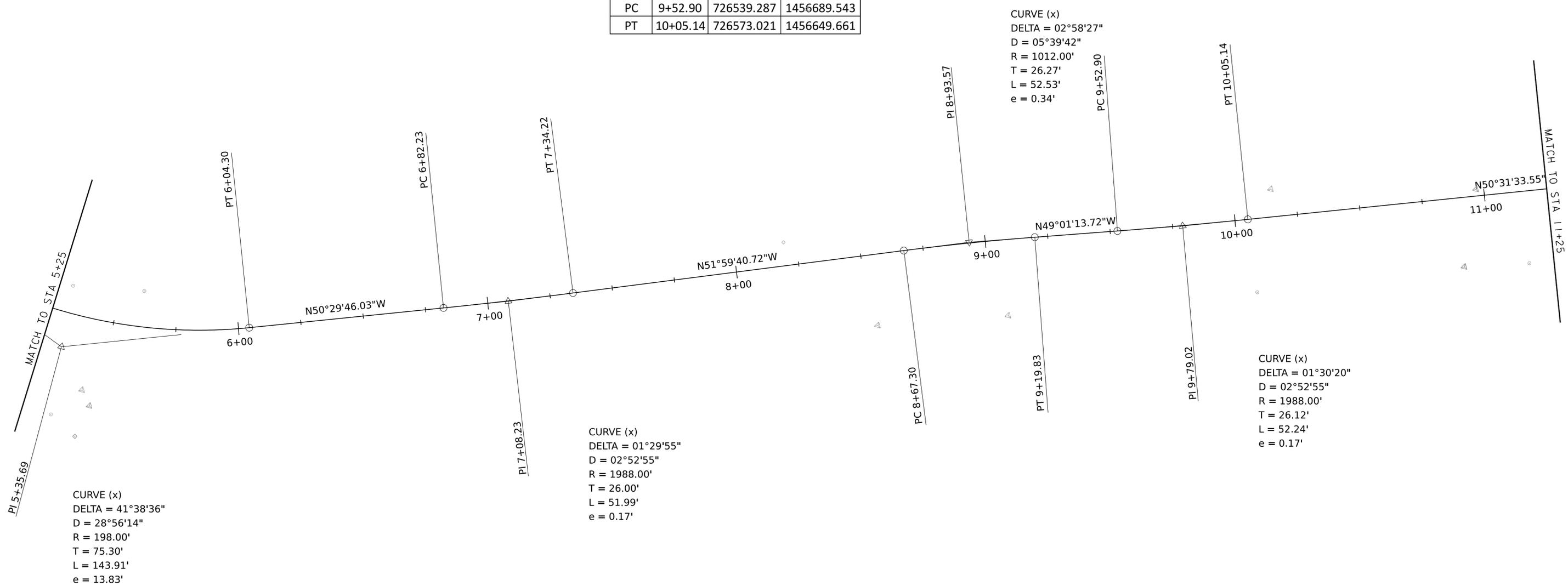
MAIN PATH ALIGNMENT			
POINT	STATION	NORTHING	EASTING
POB	0+00.00	725742.926	1457101.110



PROJECT NAME:	BURLINGTON	PLOT DATE:	12-APR-2023
PROJECT NUMBER:	STP BP2(I)(II)	DRAWN BY:	R.M. O'BRIEN
FILE NAME:	z58842_bdr_alf.dgn	CHECKED BY:	D.A. GINGRAS
PROJECT LEADER:	D.A. GINGRAS	ALIGNMENT SHEET (1 OF 4)	SHEET 3 OF 31
DESIGNED BY:	R.M. O'BRIEN		



MAIN PATH ALIGNMENT			
POINT	STATION	NORTHING	EASTING
PC	4+60.40	726197.837	1457030.258
PT	6+04.31	726320.139	1456960.571
PC	6+82.23	726369.708	1456900.447
PT	7+34.22	726402.255	1456859.901
PC	8+67.30	726484.194	1456755.044
PT	9+19.83	726517.599	1456714.509
PC	9+52.90	726539.287	1456689.543
PT	10+05.14	726573.021	1456649.661



CURVE (x)
 DELTA = 41°38'36"
 D = 28°56'14"
 R = 198.00'
 T = 75.30'
 L = 143.91'
 e = 13.83'

CURVE (x)
 DELTA = 01°29'55"
 D = 02°52'55"
 R = 1988.00'
 T = 26.00'
 L = 51.99'
 e = 0.17'

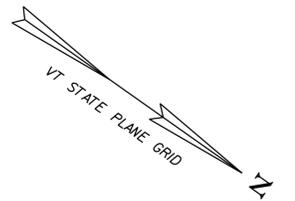
CURVE (x)
 DELTA = 02°58'27"
 D = 05°39'42"
 R = 1012.00'
 T = 26.27'
 L = 52.53'
 e = 0.34'

CURVE (x)
 DELTA = 01°30'20"
 D = 02°52'55"
 R = 1988.00'
 T = 26.12'
 L = 52.24'
 e = 0.17'

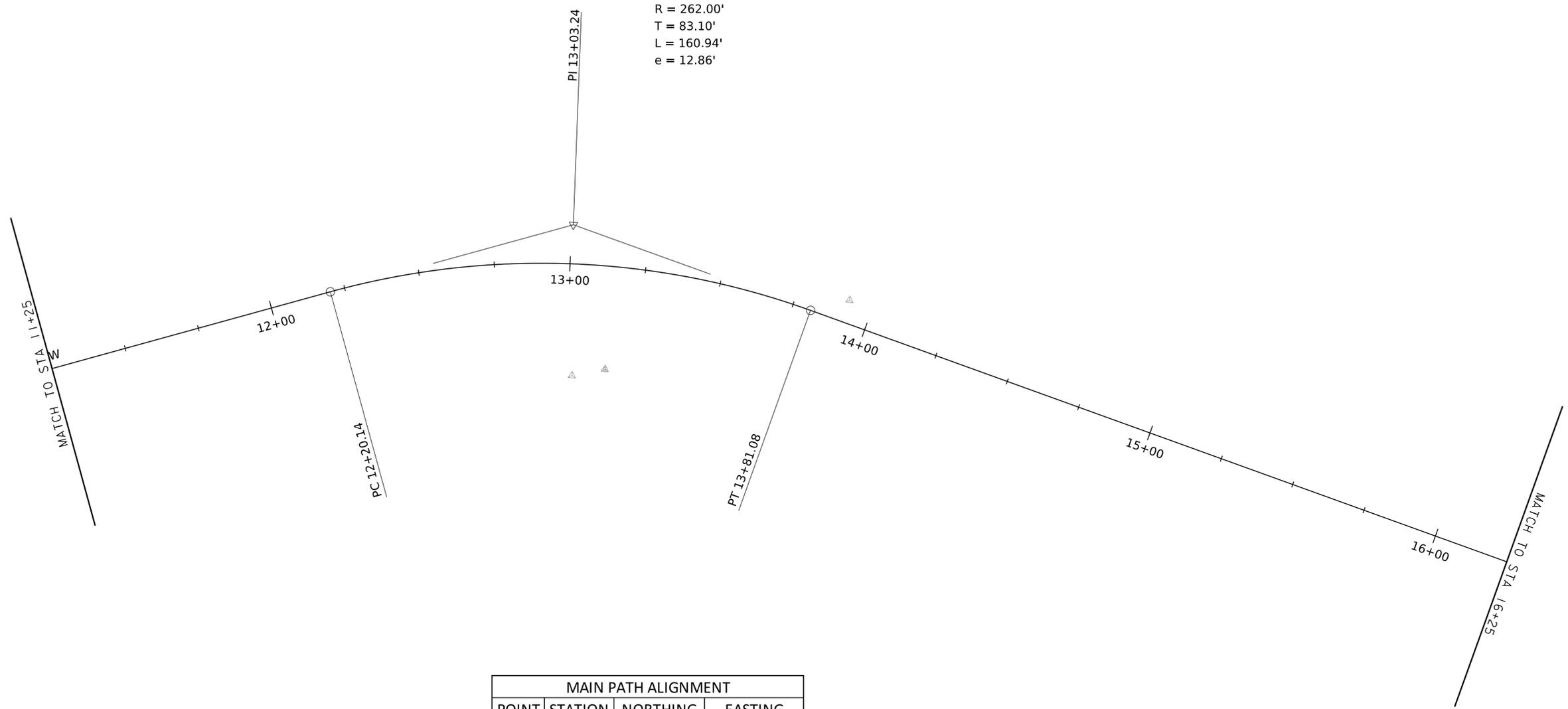


PROJECT NAME:	BURLINGTON	PLOT DATE:	12-APR-2023
PROJECT NUMBER:	STP_BP2(I)(II)	DRAWN BY:	R.M. O'BRIEN
FILE NAME:	z58842_bdr_alf.dgn	CHECKED BY:	D.A. GINGRAS
PROJECT LEADER:	D.A. GINGRAS	ALIGNMENT SHEET (2 OF 4)	SHEET 4 OF 31





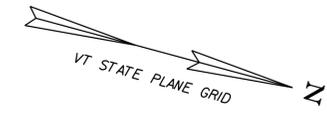
CURVE (x)
 DELTA = 35°11'43"
 D = 21°52'07"
 R = 262.00'
 T = 83.10'
 L = 160.94'
 e = 12.86'



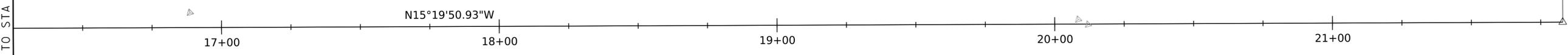
MAIN PATH ALIGNMENT			
POINT	STATION	NORTHING	EASTING
PC	12+20.14	726709.704	1456483.698
PT	13+81.08	726842.675	1456397.582



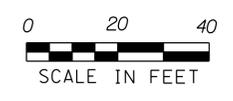
PROJECT NAME:	BURLINGTON	PLOT DATE:	12-APR-2023
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FILE NAME:	z58842_bdr_alf.dgn	CHECKED BY:	D.A. GINGRAS
PROJECT LEADER:	D.A. GINGRAS	ALIGNMENT SHEET (3 OF 4)	SHEET 5 OF 31
DESIGNED BY:	R.M. O'BRIEN		



MATCH TO STA 16+25



POE 21+82.92



PROJECT NAME:	BURLINGTON	PLOT DATE:	12-APR-2023
PROJECT NUMBER:	STP BP2(I)(II)	DRAWN BY:	R.M. O'BRIEN
FILE NAME:	z58842_bdr_alf.dgn	CHECKED BY:	D.A. GINGRAS
PROJECT LEADER:	D.A. GINGRAS	ALIGNMENT SHEET (4 OF 4)	SHEET 6 OF 31
DESIGNED BY:	R.M. O'BRIEN		

GENERAL NOTES

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2018, AND ITS LATEST REVISIONS, AND SUCH SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THE FINAL CONTRACT DOCUMENTS.
2. SHARED USE PATH AND SIDEWALK CROSS SLOPES SHALL NOT EXCEED 2%.

CONSTRUCTION NOTES

1. SAW CUTTING OF PAVEMENT SHALL BE INCIDENTAL TO ITEM 406.35, SUPERPAVE BITUMINOUS CONCRETE PAVEMENT AND NO SEPARATE PAYMENT WILL BE MADE.
2. IN THE EVENT THAT SUSPECTED CONTAMINATED SOIL, GROUNDWATER, AND OTHER MEDIA ARE ENCOUNTERED DURING EXCAVATION AND CONSTRUCTION ACTIVITIES BASED ON VISUAL, OLFACTORY, OR OTHER EVIDENCE, THE CONTRACTOR SHALL STOP WORK IN THE VICINITY OF THE SUSPECTED MATERIAL TO AVOID FURTHER SPREADING OF THE MATERIAL, AND SHALL NOTIFY THE RESIDENT ENGINEER IMMEDIATELY SO THAT THE APPROPRIATE TESTING AND SUBSEQUENT ACTION CAN BE TAKEN.
3. CONTRACTOR SHALL CONTROL STORMWATER RUNOFF DURING CONSTRUCTION AS PER THE ANR LOW RISK HANDBOOK FOR EROSION PREVENTION AND SEDIMENT CONTROL TO PREVENT ADVERSE IMPACTS TO OFF SITE AREAS, AND SHALL BE RESPONSIBLE TO REPAIR RESULTING DAMAGES, IF ANY, AT NO COST TO OWNER.
4. ~~CONTRACTOR IS RESPONSIBLE FOR DEVELOPING A DETAILED TRAFFIC CONTROL PLAN AND MAINTAINING VEHICULAR AND PEDESTRIAN TRAFFIC IN ACCORDANCE WITH THE TRAFFIC CONTROL NOTES, SECTION 641.11 - TRAFFIC CONTROL, ALL-INCLUSIVE IN THE VERMONT AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION BOOK, DATED 2018, THE VTRANS WORK ZONE SAFETY AND MOBILITY GUIDANCE DOCUMENT, AND THE LATEST VERSION OF THE MUTCD.~~
5. ALL PROPOSED SIGNS AND PAVEMENT MARKINGS SHOWN IN THESE PLANS SHALL BE COMPLIANT WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), AND SUPPLEMENTAL RESOURCES CITED WITHIN.
6. CONTRACTOR SHALL MAINTAIN FULL ACCESS TO ALL DRIVEWAYS TO THE EXTENT POSSIBLE. IF FULL ACCESS CANNOT BE MAINTAINED, CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND PROPERTY OWNER AT LEAST 48 HOURS IN ADVANCE OF THE TEMPORARY CLOSURE. CLOSURE TIMES SHALL BE MINIMIZED TO THE GREATEST EXTENT POSSIBLE.
7. TREES OUTSIDE OF THE PROPOSED LIMITS OF DISTURBANCE SHALL BE AVOIDED UNLESS OTHERWISE NOTED.
8. THE PROFILE OF THE PROJECT ALIGNMENT IS DESIGNED TO MATCH EXISTING GRADE. THE CONTRACTOR SHALL MATCH THE ELEVATIONS FOR BACK OF PATHWAY SHOWN ON THE CROSS SECTION SHEETS. THE CONTRACTOR SHALL VERIFY THESE PROPOSED ELEVATIONS, WITH PARTICULAR ATTENTION TO THE RAILROAD CROSSING, AND CONFIRM THEM WITH THE ENGINEER AND CITY OF BURLINGTON DPW PRIOR TO BEGINNING ANY WORK.
9. EXISTING DRAINAGE WILL BE REMOVED AND RELOCATED TO BE WITHIN THE ROADWAY. DRAINAGE DESIGN WILL BE INCLUDED IN THE PRELIMINARY PLANS SUBMISSION.

UTILITY NOTES

1. THE LOCATIONS, SIZES, AND TYPES OF EXISTING UTILITIES ARE SHOWN AS AN APPROXIMATE REPRESENTATION ONLY. THE OWNER OR DESIGN ENGINEER HAVE NOT INDEPENDENTLY VERIFIED ALL OF THIS INFORMATION AS SHOWN ON THE PLANS. THE UTILITY INFORMATION SHOWN DOES NOT GUARANTEE THE ACTUAL EXISTENCE, SERVICEABILITY, OR OTHER DATA CONCERNING THE UTILITIES, NOR DOES IT GUARANTEE AGAINST THE POSSIBILITY THAT ADDITIONAL UTILITIES MAY BE PRESENT THAT ARE NOT SHOWN ON THE PLANS. PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL VERIFY AND DETERMINE THE EXACT LOCATIONS, SIZES, AND ELEVATIONS OF THE POINTS OF CONNECTIONS TO EXISTING UTILITIES AND, SHALL CONFIRM THAT THERE ARE NO INTERFERENCES WITH EXISTING UTILITIES AND THE PROPOSED UTILITY ROUTES, INCLUDING ROUTES WITHIN PUBLIC RIGHTS OF WAY.
2. WHERE AN EXISTING UTILITY IS FOUND TO CONFLICT WITH THE PROPOSED WORK, OR EXISTING CONDITIONS DIFFER FROM THOSE SHOWN SUCH THAT THE WORK CANNOT BE COMPLETED AS INTENDED, THE LOCATION, ELEVATION, AND SIZE OF THE UTILITY SHALL BE ACCURATELY DETERMINED AND THE INFORMATION FURNISHED IN WRITING TO THE RESIDENT ENGINEER FOR THE RESOLUTION OF THE CONFLICT.
3. ACT NO. 86 OF 1987 (30 VSA CHAPTER 86) ("DIG SAFE") REQUIRES THAT NOTICE BE GIVEN PRIOR TO MAKING AN EXCAVATION. IT IS SUGGESTED THAT THE CONTRACTOR TELEPHONE 1-888-344-7233 AT LEAST 48 HOURS BEFORE, AND NOT MORE THAN 30 DAYS BEFORE, BEGINNING ANY EXCAVATION AT ANY LOCATION. NOTE THAT CITY OF BURLINGTON WILL NOT BE NOTIFIED BY DIG SAFE AND MUST BE CONTACTED SEPARATELY.

641.11 is on your estimate

VAOT RURAL AREA MIX						
WEIGHT	LBS / AC		NAME	LATIN NAME	GERM	PURITY
	BROADCAST	HYDROSEED				
37.5%	22.5	45	CREeping RED FESCUE	FESTUCA RUBRA VAR. RUBRA	85%	98%
37.5%	22.5	45	TALL FESCUE	FESTUCA ARUNDINACEA	90%	95%
5.0%	3	6	RED TOP	AGROSTIS GIGANTEA	90%	95%
15.0%	9	18	WHITE FIELD CLOVER	TRIFOLIUM REPENS	85%	98%
5.0%	3	6	ANNUAL RYE GRASS	LOLIUM MULTIFLORUM	85%	95%
100%	60	120				

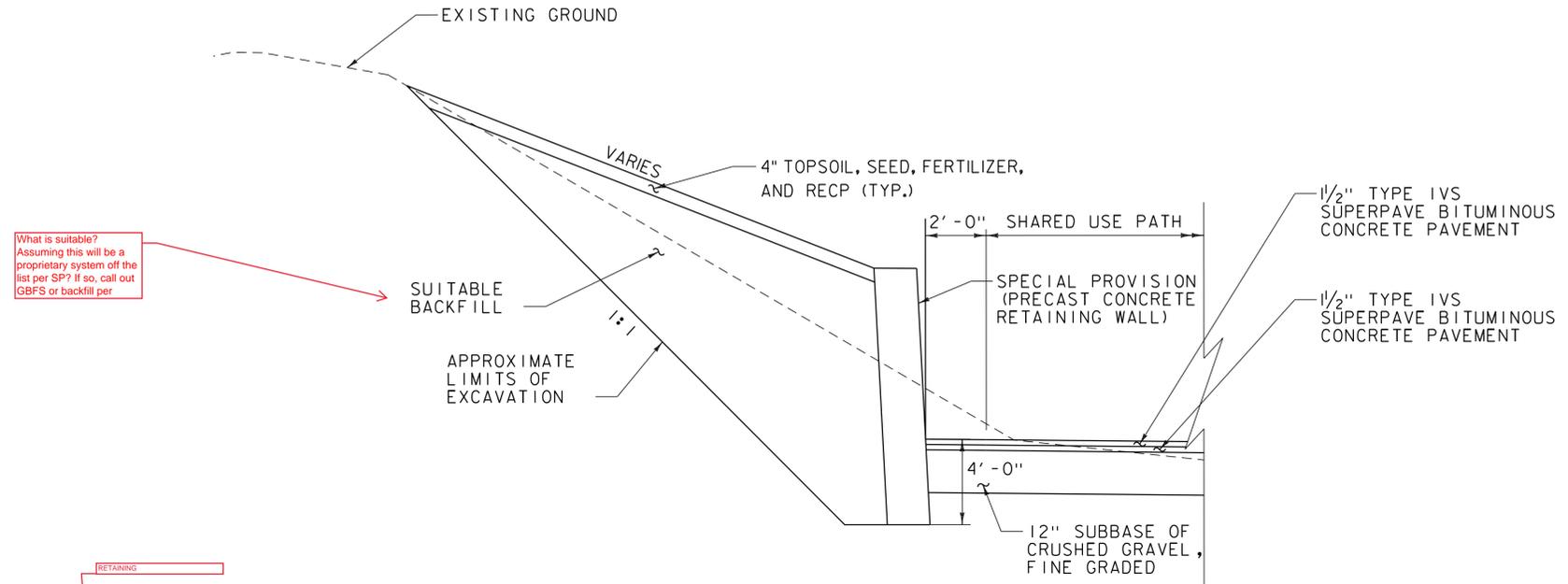
GENERAL AMENDMENT GUIDANCE		
FERTILIZER	LIME	
10/20/10	AG LIME	PELLITIZED
500 LBS/AC	2 TONS/AC	1 TONS/AC



PROJECT NAME:	BURLINGTON	PLOT DATE:	12-APR-2023
PROJECT NUMBER:	STP BP2I(II)	DRAWN BY:	R.M. O'BRIEN
FILE NAME:	z58842_pn.dgn	CHECKED BY:	D.A. GINGRAS
PROJECT LEADER:	D.A. GINGRAS	SHEET	7 OF 31
DESIGNED BY:	R.M. O'BRIEN		
PROJECT NOTES SHEET			

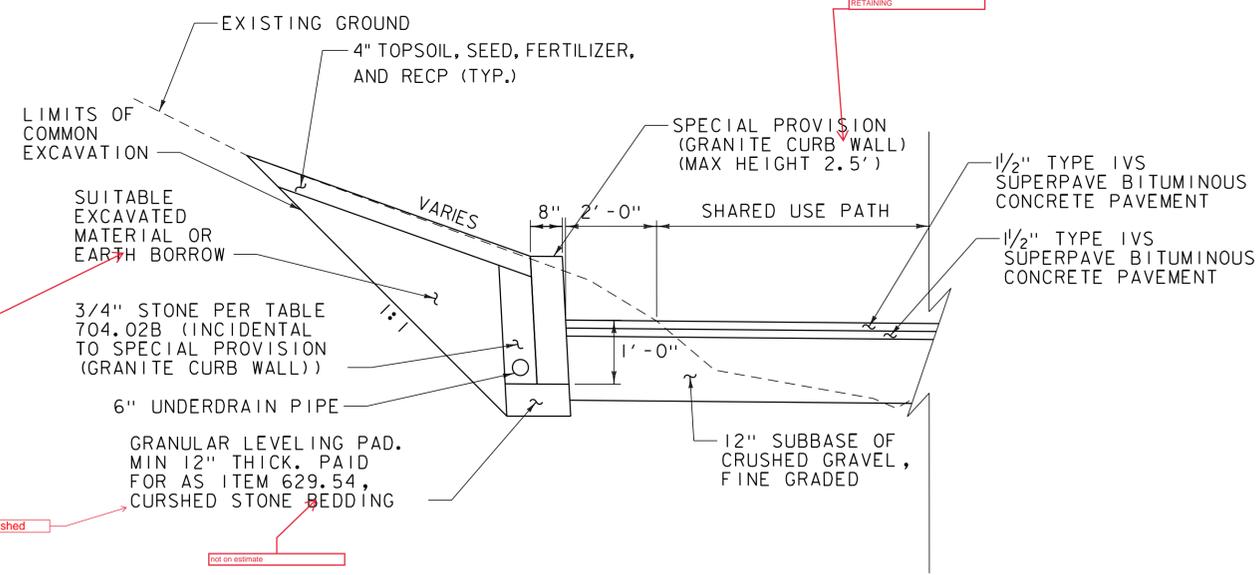
TYPICAL SECTIONS

MATERIAL TOLERANCES	
MATERIAL ITEM	THICKNESS TOLERANCE
PAVEMENT (FULL DEPTH)	+1/4" (TOTAL THICKNESS)
SUBBASE	+1"



RETAINING WALL DETAIL

N. T. S.
 STA. 4+98.00 - 5+44.00
 STA. 11+74.00 - 12+70.00
 NOTE: WALL HEIGHT VARIES. RETAINING WALL PROFILE/ELEVATION VIEW TO BE INCLUDED AT PRELIMINARY PLANS



CURB RETAINING WALL DETAIL

N. T. S.
 STA. 4+00.00 - 4+62.00
 STA. 7+00.00 - 7+34.22
 NOTE: WALL HEIGHT VARIES. RETAINING WALL PROFILE/ELEVATION VIEW TO BE INCLUDED AT PRELIMINARY PLANS

What is suitable? Assuming this will be a proprietary system of the list per SP? If so, call out GBFS or backfill per

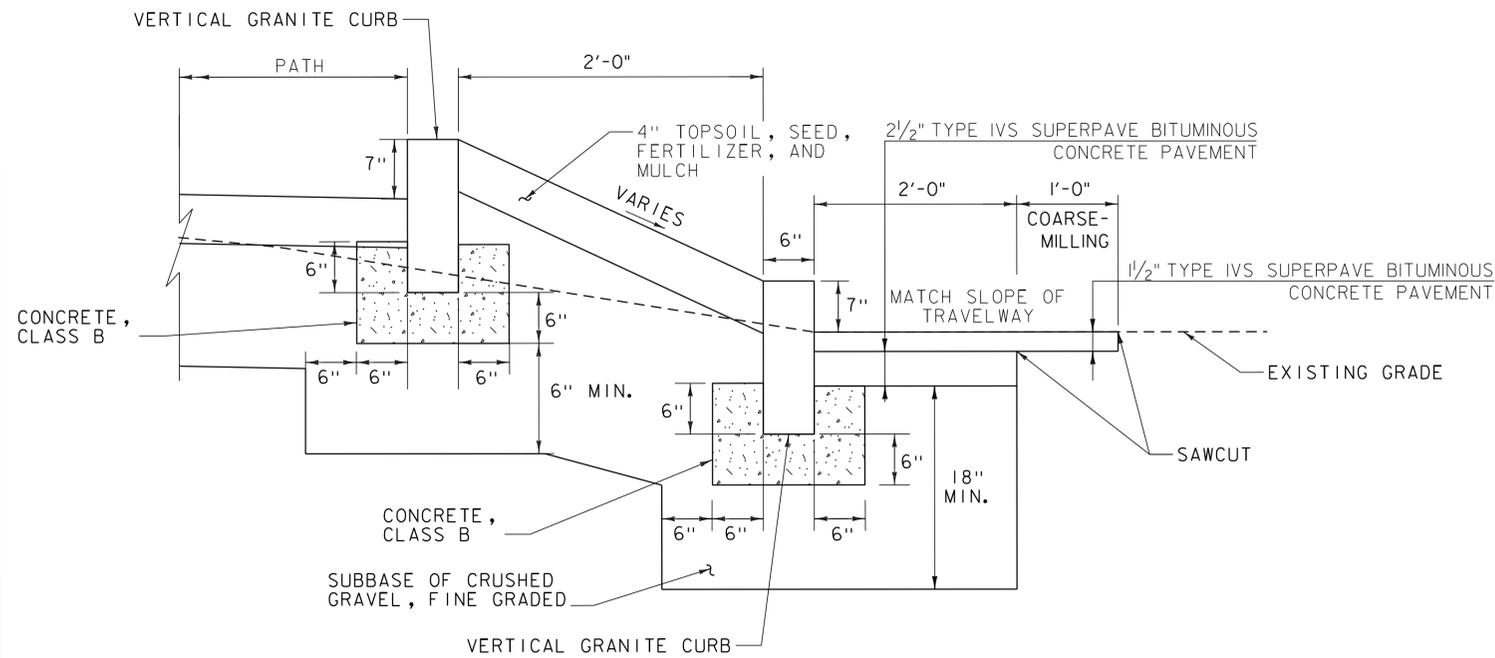
add to estimate if you need a token quantity

crushed

not on estimate

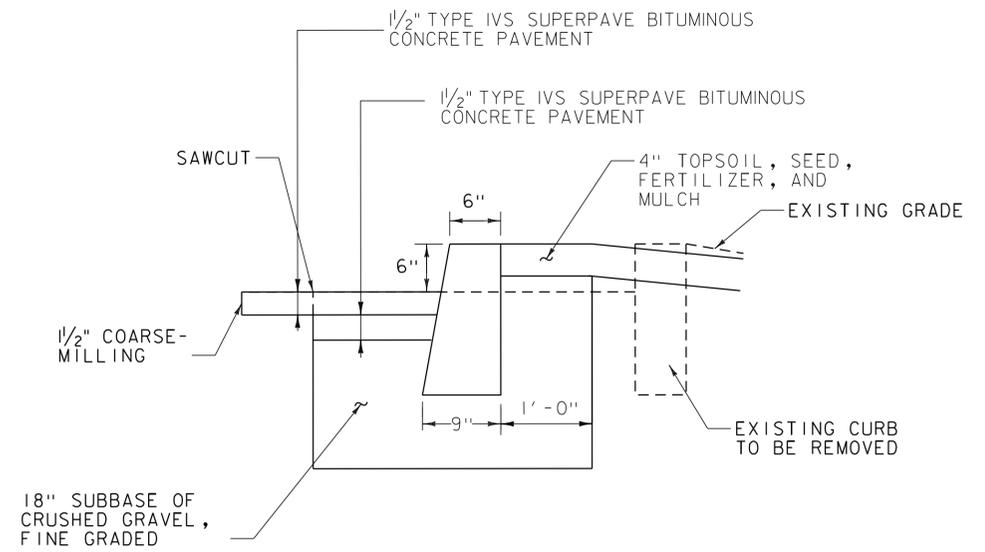


PROJECT NAME: BURLINGTON	PLOT DATE: 12-APR-2023
PROJECT NUMBER: STP BP21(II)	DRAWN BY: R.M. O'BRIEN
FILE NAME: z58842.typ.dgn	CHECKED BY: C.K. FORD
PROJECT LEADER: D.A. GINGRAS	SHEET 9 OF 31
DESIGNED BY: R.M. O'BRIEN	
TYPICAL SHEET (2 OF 2)	



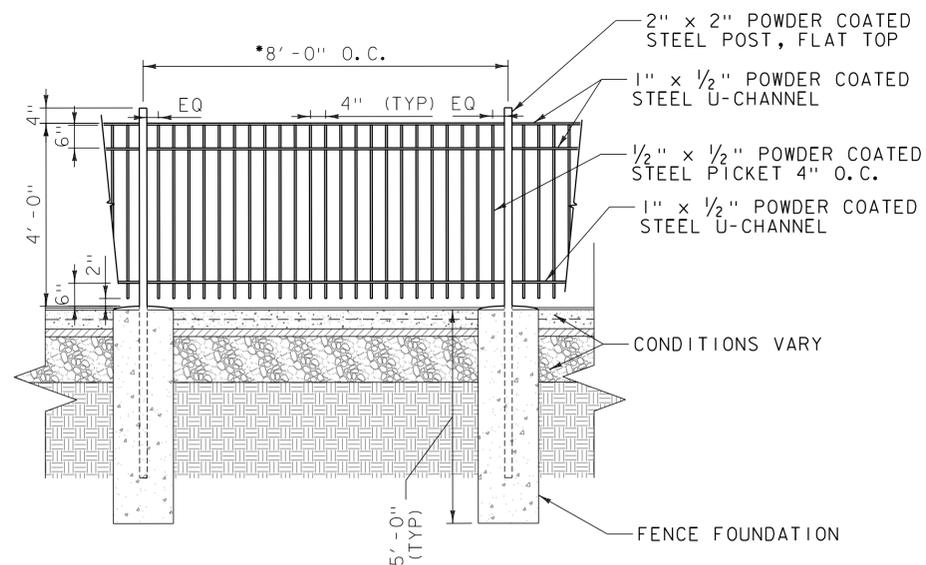
DOUBLE CURB DETAIL

N. T. S.
STA 8+50 - 9+25



CAST-IN-PLACE CONCRETE CURB, TYPE A

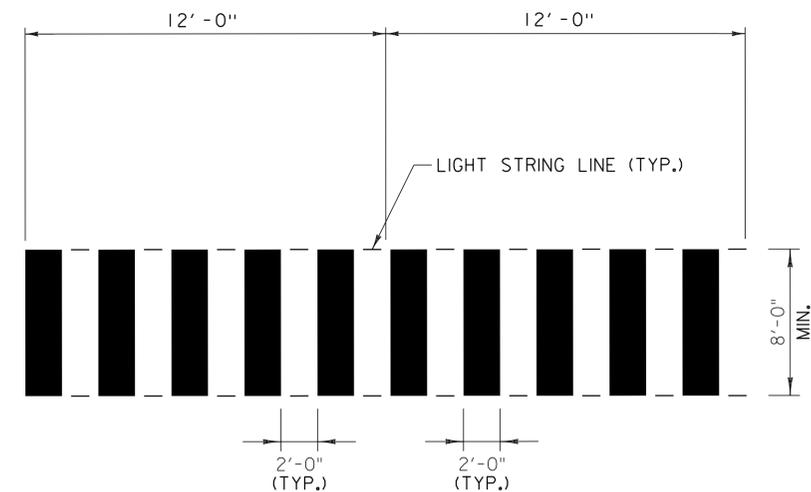
N. T. S.
STA. 2+93 - STA. 3+20 LT



*EXCEPT AS REQUIRED TO START AND END FENCE PER THE PLANS. VARYING LENGTH PANELS SHALL EITHER BE LOCATED AT THE BEGINNING OR END OF THE FENCE RUNS, OR IN THE MIDDLE OF THE FENCE RUNS TO LOOK AESTHETICALLY PLEASING.

ORNAMENTAL FENCE, 4 FOOT DETAIL

N. T. S.



BLOCK PATTERN CROSSWALK DETAIL

N. T. S.

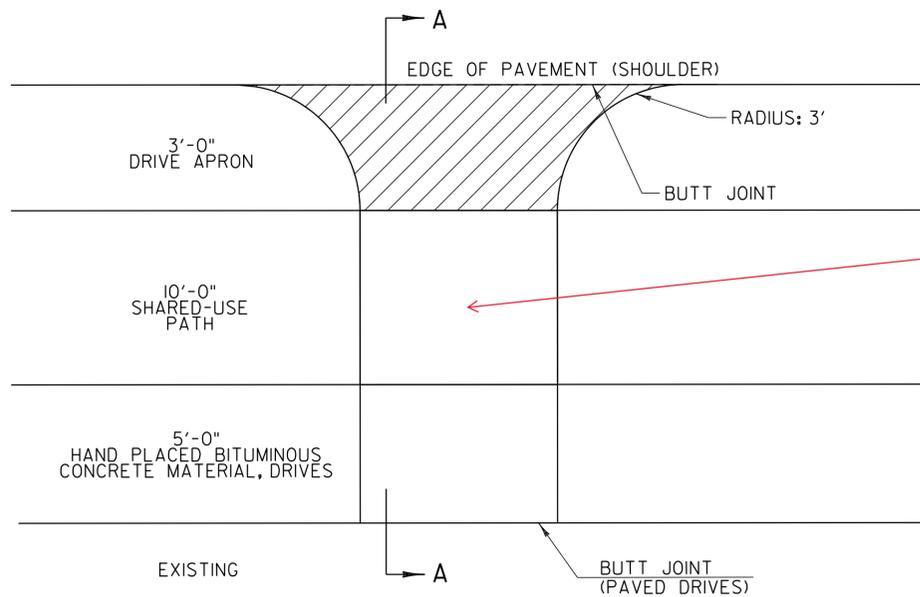
NOTE: ADJUST SPACING TO AVOID WHEEL PATHS AS DIRECTED BY THE ENGINEER.



PROJECT NAME: BURLINGTON
PROJECT NUMBER: STP BP21(II)

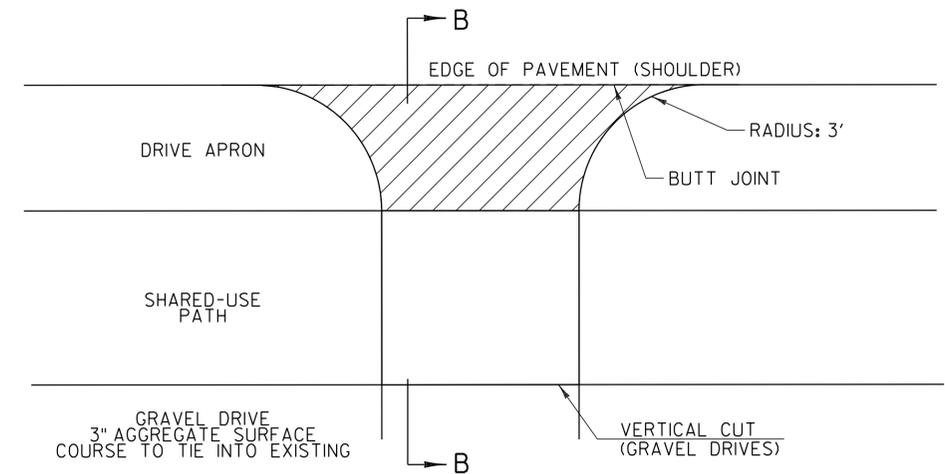
FILE NAME: z58842.typ.dgn
PROJECT LEADER: D.A. GINGRAS
DESIGNED BY: R.M. O'BRIEN
DETAIL SHEET (1 OF 2)

PLOT DATE: 12-APR-2023
DRAWN BY: R.M. O'BRIEN
CHECKED BY: C.K. FORD
SHEET 10 OF 31

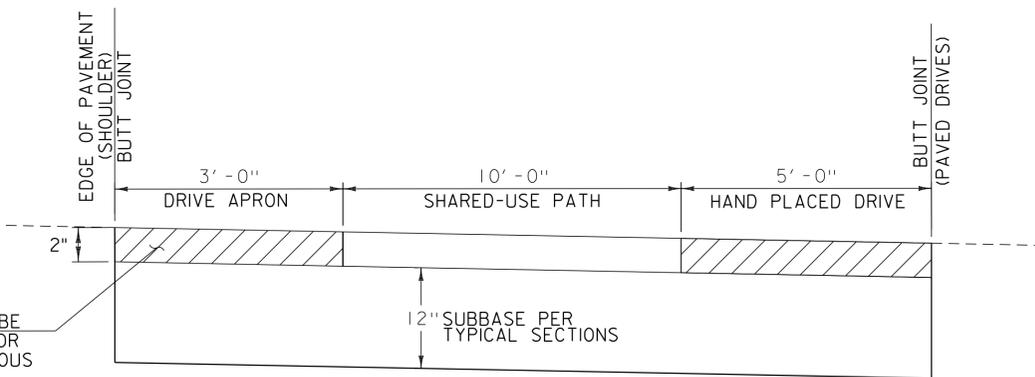


PLAN
(PAVED DRIVES)

Do we need to show how the shared use path pitches to the driveway per ADA standards? i.e. VTrans standard C-2a & C2b.

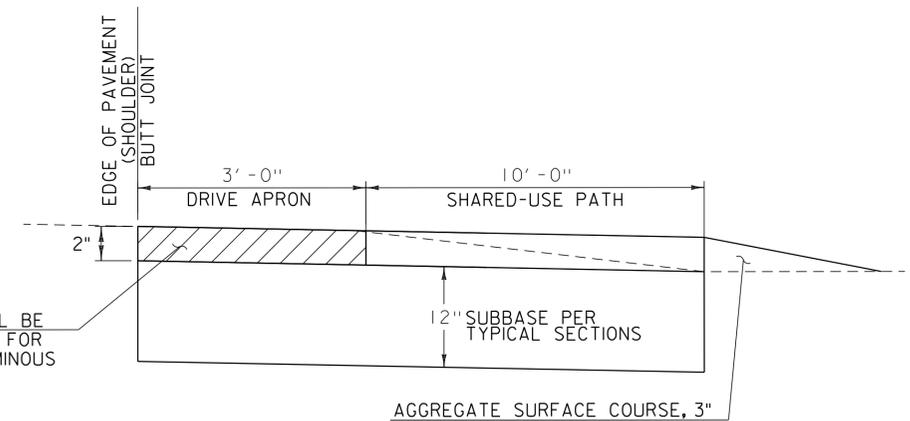


PLAN
(GRAVEL DRIVES)



SECTION A-A
HANDWORK DETAILS FOR PAVED DRIVES

ANY EXCAVATION REQUIRED SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 406.38 HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES



SECTION B-B
HANDWORK DETAILS FOR GRAVEL DRIVES

ANY EXCAVATION REQUIRED SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 406.38 HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES

NOTES

- PAVING LIFT NOT TO EXCEED 2.0 INCHES.
- THE COST OF PROVIDING AND PLACING SUBBASE MATERIAL, CLEANING EXISTING PAVED SURFACES, INCLUDING POWER EQUIPMENT, AND FOR FILLING JOINTS, CRACKS AND HOLES AT LEAST 24 HOURS BEFORE PAVING, WILL NOT BE PAID DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO ITEM 406.38 HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES.
- EXCAVATION NEEDED TO ACHIEVE PROPER DRIVE AND TOWN HIGHWAY SLOPES WILL NOT BE PAID DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO ITEM 406.38 HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES.
- MILLING FOR DRIVES AND TOWN HIGHWAYS WILL MEET THE REQUIREMENTS OF SECTION 210 AS APPLICABLE. PAYMENT FOR MILLING AREAS REQUIRED FOR DRIVES AND TOWN HIGHWAYS WILL BE CONSIDERED INCIDENTAL TO ITEM 406.38 HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES.

and agg surf course? You have that shown on the detail to the right

LEGEND



ITEM 406.38 HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES



PROJECT NAME: BURLINGTON
PROJECT NUMBER: STP BP21(II)
FILE NAME: z58842.typ.dgn
PROJECT LEADER: D.A. GINGRAS
DESIGNED BY: R.M. O'BRIEN
DETAIL SHEET (2 OF 2)

PLOT DATE: 12-APR-2023
DRAWN BY: R.M. O'BRIEN
CHECKED BY: C.K. FORD
SHEET 11 OF 31

HAND-PLACED BITUMINOUS CONCRETE PAVEMENT, DRIVES
STA. 2+28 - STA. 2+92 LT

VERTICAL GRANITE CURB
STA. 0+70 - STA. 5+25 LT

CAST-IN-PLACE CONCRETE CURB, TYPE A
STA. 2+93 - STA. 3+20 LT

REMOVAL OF EXISTING CURB
STA. 0+70 - STA. 2+21 LT
STA. 2+93 - STA. 3+20 LT

BITUMINOUS CONCRETE SIDEWALK
STA. 0+70 - STA. 5+25 LT

REMOVING AND RESETTING FENCE
STA. 0+84 - STA. 2+21 LT

DURABLE 4 INCH WHITE LINE, POLYUREA
STA. 0+41 - STA. 5+25 RT
STA. 0+73 - STA. 5+25 RT
STA. 0+75 - STA. 5+25 LT

DURABLE 4 INCH YELLOW LINE, POLYUREA
STA. 0+73 - STA. 5+25 RT

DURABLE 24 INCH STOP BAR, POLYUREA
STA. 0+73 RT

DURABLE LETTER OR SYMBOL, POLYUREA
STA. 0+79 RT

SPECIAL PROVISION (DURABLE SHARED
USE PATH CROSSING, POLYUREA)
STA. 2+28 - STA. 2+92 LT

REMOVE STREET LIGHT ASSEMBLY
STA. 0+82 LT
STA. 1+07 LT

STREET LIGHT ASSEMBLY
STA. 0+84 LT
STA. 1+07 LT

SPECIAL PROVISION (PRECAST
CONCRETE RETAINING WALL)
STA. 4+98 - STA. 5+25 LT

SPECIAL PROVISION (GRANITE CURB WALL)
STA. 4+00 - STA. 4+62 LT

SPECIAL PROVISION (RELOCATE
PEDESTRIAN SIGNAL)
STA. 0+77 LT - STA. 0+71LT

ADJUST ELEVATION OF VALVE BOX
STA. 1+39 LT

RELOCATE HYDRANT
STA. 0+79 LT - STA. 0+79 LT

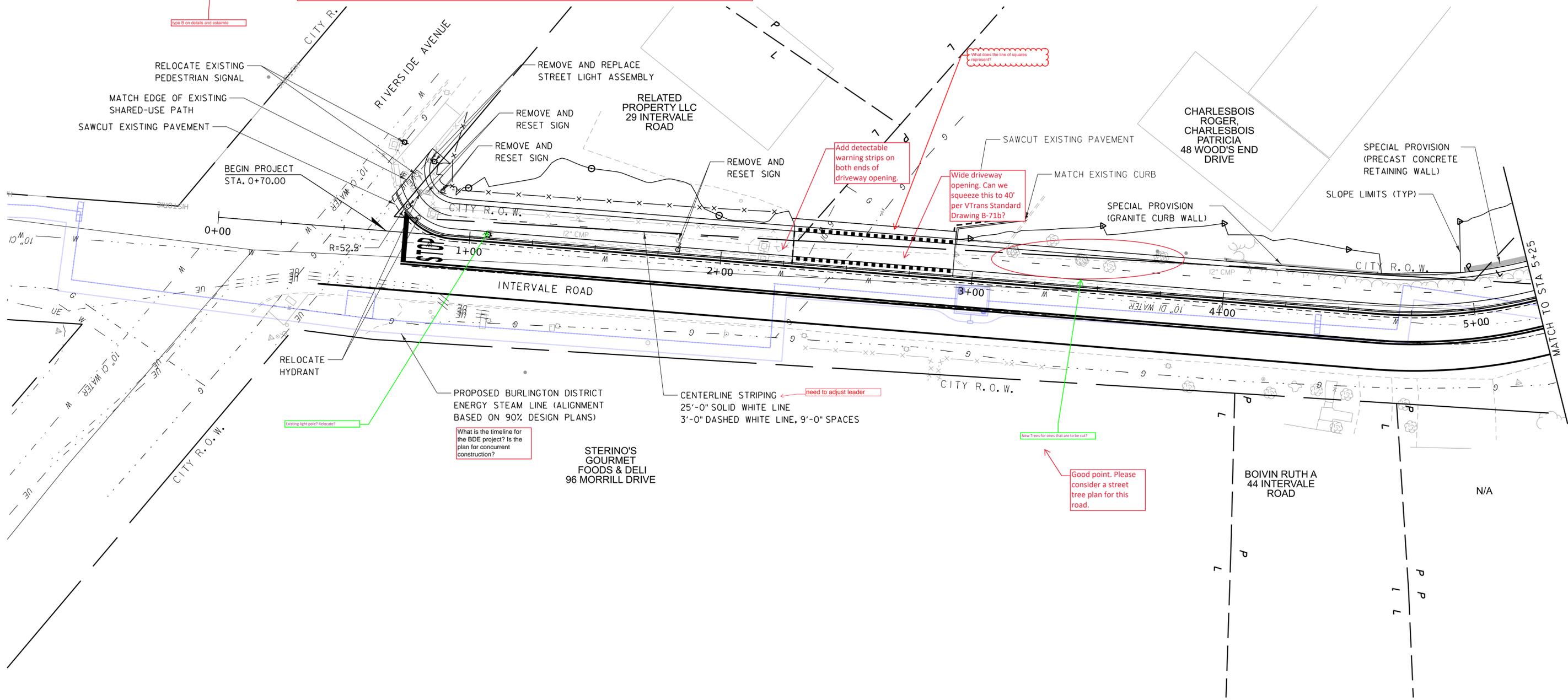
REMOVING SIGNS
STA. 0+82 LT
STA. 0+87 LT
STA. 1+83 LT

RESETTING SIGNS
STA. 0+75 LT
STA. 0+88 LT
STA. 1+83 LT



not on estimate

type B on details and estimate



What is the timeline for the BDE project? Is the plan for concurrent construction?

need to adjust leader

New Trees for ones that are to be cut?

Good point. Please consider a street tree plan for this road.



PROJECT NAME:	BURLINGTON	FILE NAME:	z58842_bdr_nul.dgn	PLOT DATE:	12-APR-2023
PROJECT NUMBER:	STP BP21(II)	PROJECT LEADER:	D.A. GINGRAS	DRAWN BY:	R.M. O'BRIEN
		DESIGNED BY:	R.M. O'BRIEN	CHECKED BY:	D.A. GINGRAS
		LAYOUT PLAN SHEET (1 OF 4)		SHEET	12 OF 31

HAND-PLACED BITUMINOUS CONCRETE PAVEMENT, DRIVES
STA. 7+42 - STA. 8+00 LT

VERTICAL GRANITE CURB
STA. 5+25 - STA. 11+25 LT
STA. 8+50 - STA. 9+25 LT

REMOVE AND RESET MAILBOX, SINGLE SUPPORT
STA. 7+60 LT

BITUMINOUS CONCRETE SIDEWALK
STA. 5+25 - STA. 11+25 LT

REMOVING AND RESETTING FENCE
STA. 9+05 - STA. 10+00 LT

RELOCATE HYDRANT
STA. 8+20 LT

ADJUST ELEVATION OF VALVE BOX
STA. 8+20 LT
STA. 8+48 LT
STA. 10+85 RT

DURABLE 4 INCH WHITE LINE, POLYUREA
STA. 5+25 - STA. 11+25 RT
STA. 5+25 - STA. 11+25 RT
STA. 5+25 - STA. 9+80 LT
STA. 10+27 - STA. 11+25 LT

DURABLE 4 INCH YELLOW LINE, POLYUREA
STA. 5+25 - STA. 11+25 RT

DURABLE 12 INCH WHITE LINE, POLYUREA
STA. 9+89 LT
STA. 10+23 LT

DURABLE LETTER OR SYMBOL, POLYUREA
STA. 9+75 LT
STA. 10+40 LT

SPECIAL PROVISION (DURABLE SHARED
USE PATH CROSSING, POLYUREA)
STA. 7+42 - STA. 8+00 LT

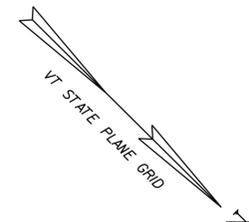
SPECIAL PROVISION (PRECAST CONCRETE RETAINING WALL)
STA. 5+25 - STA. 5+44 LT

SPECIAL PROVISION (GRANITE CURB WALL)
STA. 7+00 - STA. 7+34 LT

SPECIAL PROVISION (ORNAMENTAL FENCE)
STA. 9+25 - STA. 9+79 LT

REMOVING SIGNS
STA. 8+09 LT
STA. 10+10 LT

RESETTING SIGNS
STA. 8+09 LT
STA. 10+01 LT



It's also important to note that per AREMA, flangeway not less than 3 inches in width and 2 inches in depth should be provided unless approved by operating railroad.
Flangeway gaps at pedestrian at grade rail crossings shall be 64 mm (2.5 in) maximum on non-traffic rail track and 75 mm (3 in) maximum on traffic rail track.
Flangeway gaps are necessary to allow the passage of train wheel flanges. Flangeway gaps pose a potential hazard to pedestrians who use wheelchairs because the gaps can entrap the wheelchair casters.
At pedestrian at grade rail crossings not located within a street or highway, detectable warning surfaces shall be placed on each side of the rail crossing. The edge of the detectable warning surface nearest the rail crossing shall be 3.8 m (12.5 ft) minimum and 4.6 m (15.0 ft) maximum from the centerline of the nearest rail. Where pedestrian gates are provided, detectable warning surfaces shall be placed on the side of the gates opposite the rail.

What angle is this crossing? Bike crossings at rail lines should ideally be 90 degrees. 60 degrees is the minimum. See AASHTO Guide for the Development of Bicycle Facilities

What is this dashed line? Add to legend/line symbology

Drainage improvements near the crossing to collect runoff?

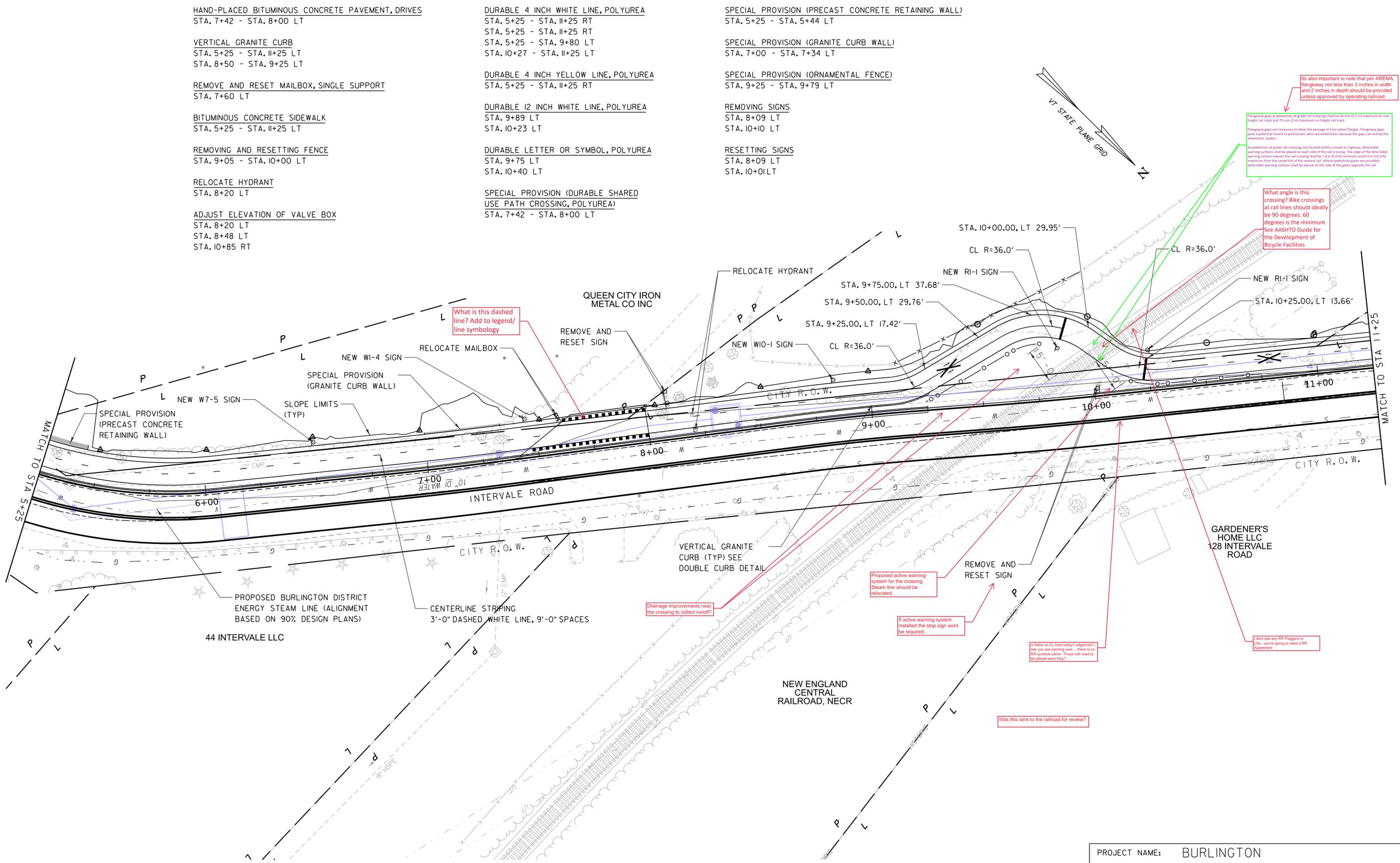
Proposed active warning system for the crossing. Steam line should be relocated.

If active warning system installed the stop sign won't be required.

Is there no CL here today? edgelines? I see you are painting new... there is no RR symbols either. Those will need to be placed won't they?

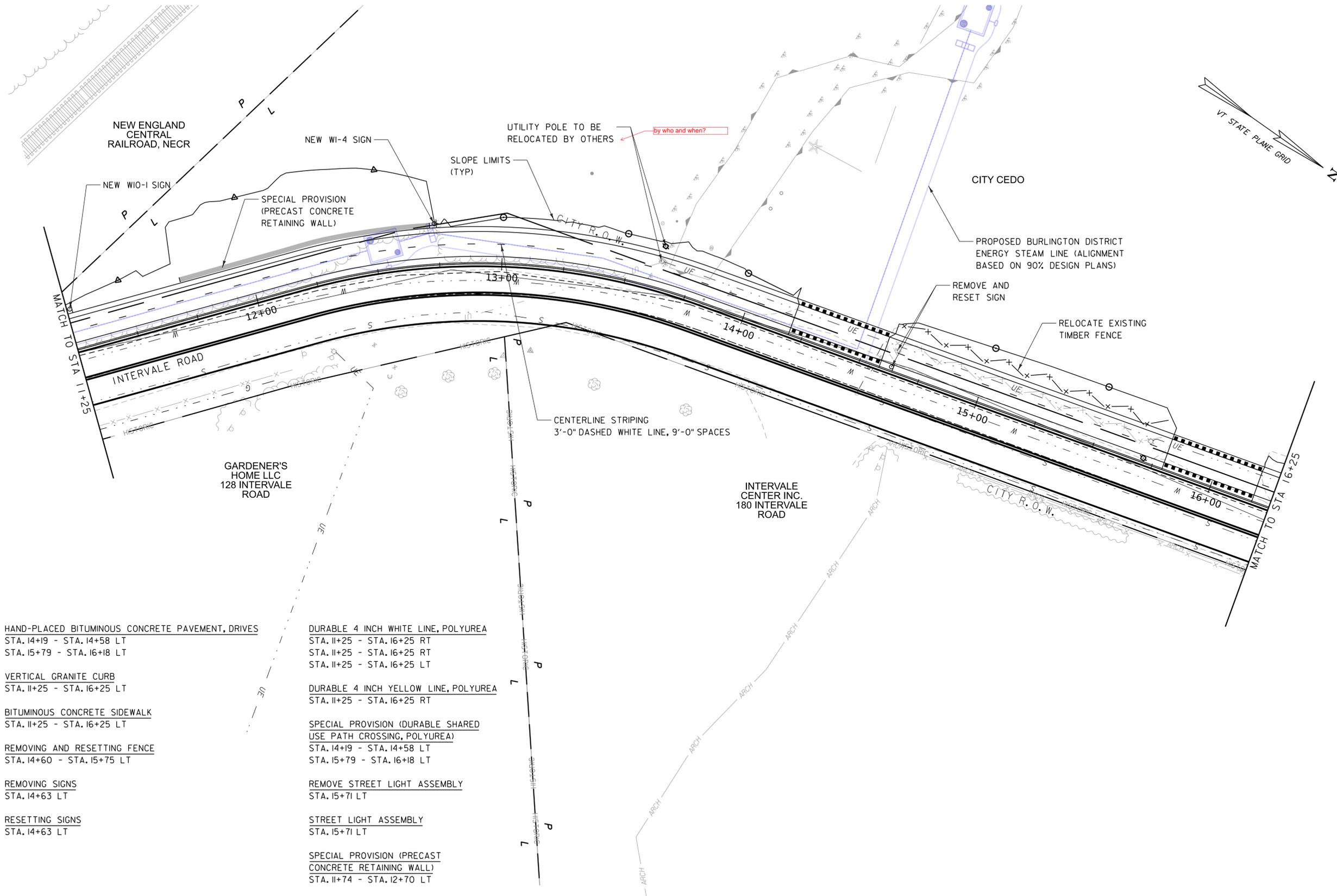
Don't see any RR flaggers or LDs... you're going to need a RR Agreement

Was this sent to the railroad for review?



PROJECT NAME:	BURLINGTON	PLOT DATE:	12-APR-2023
PROJECT NUMBER:	STP BP21(III)	DRAWN BY:	R.M. O'BRIEN
FILE NAME:	z58842_bdr_nul.dgn	CHECKED BY:	D.A. GINGRAS
PROJECT LEADER:	D.A. GINGRAS	SHEET	13 OF 31
DESIGNED BY:	R.M. O'BRIEN	LAYOUT PLAN SHEET	(2 OF 4)





HAND-PLACED BITUMINOUS CONCRETE PAVEMENT, DRIVES
STA. 14+19 - STA. 14+58 LT
STA. 15+79 - STA. 16+18 LT

VERTICAL GRANITE CURB
STA. 11+25 - STA. 16+25 LT

BITUMINOUS CONCRETE SIDEWALK
STA. 11+25 - STA. 16+25 LT

REMOVING AND RESETTING FENCE
STA. 14+60 - STA. 15+75 LT

REMOVING SIGNS
STA. 14+63 LT

RESETTING SIGNS
STA. 14+63 LT

DURABLE 4 INCH WHITE LINE, POLYUREA
STA. 11+25 - STA. 16+25 RT
STA. 11+25 - STA. 16+25 LT
STA. 11+25 - STA. 16+25 LT

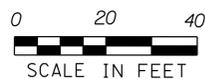
DURABLE 4 INCH YELLOW LINE, POLYUREA
STA. 11+25 - STA. 16+25 RT

SPECIAL PROVISION (DURABLE SHARED
USE PATH CROSSING, POLYUREA)
STA. 14+19 - STA. 14+58 LT
STA. 15+79 - STA. 16+18 LT

REMOVE STREET LIGHT ASSEMBLY
STA. 15+71 LT

STREET LIGHT ASSEMBLY
STA. 15+71 LT

SPECIAL PROVISION (PRECAST
CONCRETE RETAINING WALL)
STA. 11+74 - STA. 12+70 LT



PROJECT NAME: BURLINGTON
PROJECT NUMBER: STP BP21(III)

FILE NAME: z58842_bdr_nul.dgn
PROJECT LEADER: D.A. GINGRAS
DESIGNED BY: R.M. O'BRIEN
LAYOUT PLAN SHEET (3 OF 4)

PLOT DATE: 12-APR-2023
DRAWN BY: D.A. GINGRAS
CHECKED BY: R.M. O'BRIEN
SHEET 14 OF 31



HAND-PLACED BITUMINOUS CONCRETE PAVEMENT, DRIVES
STA. 17+03 - STA. 17+21 LT

VERTICAL GRANITE CURB
STA. 16+25 - STA. 17+45 LT

REMOVE AND RESET MAILBOX, SINGLE SUPPORT
STA. 17+31 LT - STA. 17+24 LT
STA. 17+33 LT - STA. 17+26 LT

BITUMINOUS CONCRETE SIDEWALK
STA. 16+25 - STA. 17+45 LT

DETECTABLE WARNING SURFACE
STA. 17+39 RT
STA. 17+39 LT

REMOVING AND RESETTING FENCE
STA. 16+25 - STA. 16+53 LT
STA. 17+26 - STA. 17+42 RT

DURABLE 4 INCH WHITE LINE, POLYUREA
STA. 16+25 - STA. 17+33 LT
STA. 16+25 - STA. 17+50 RT
STA. 16+25 - STA. 17+50 RT

DURABLE 4 INCH YELLOW LINE, POLYUREA
STA. 16+25 - STA. 17+33 RT

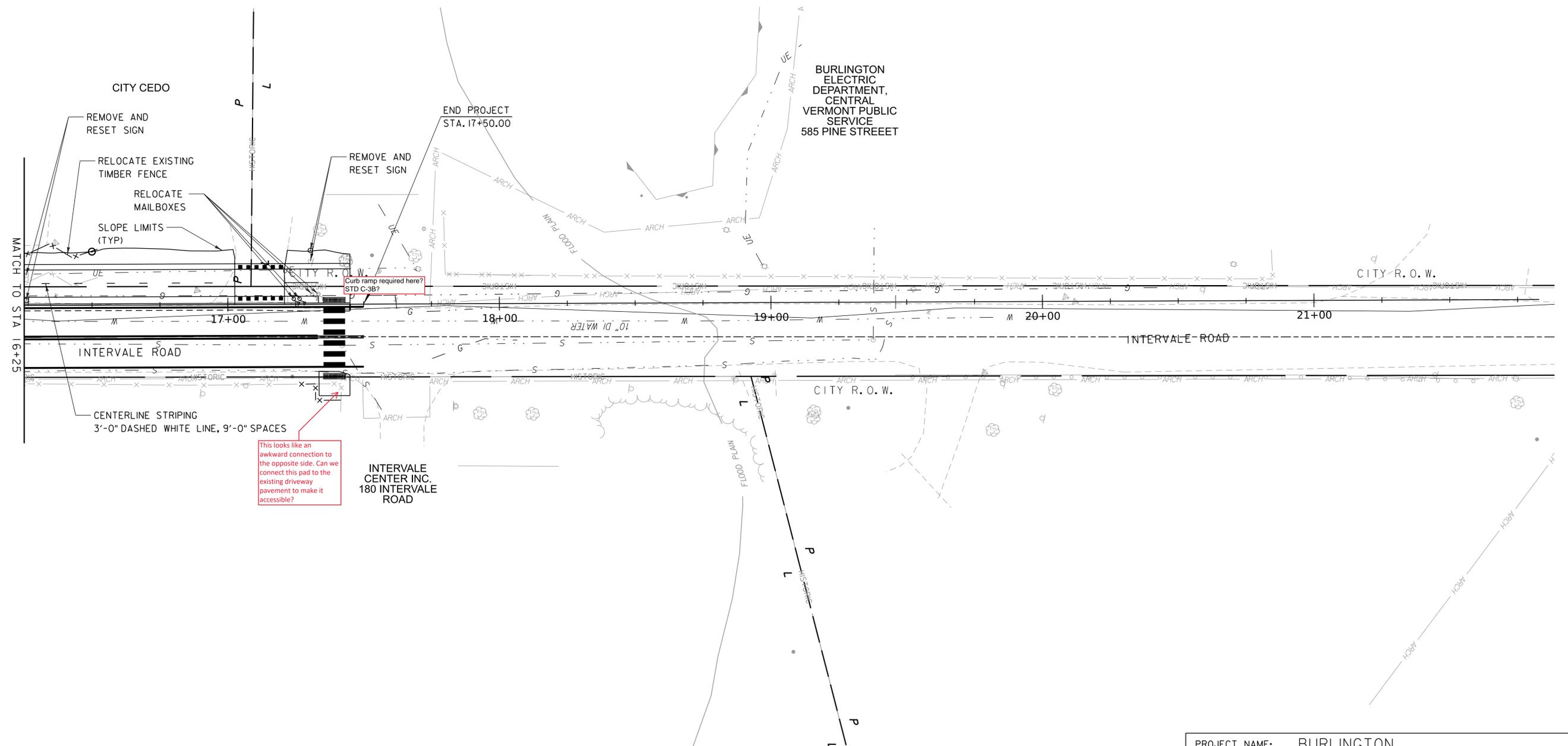
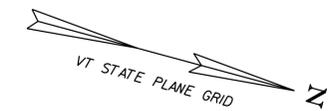
DURABLE CROSSWALK MARKING, POLYUREA
STA. 17+39 RT

SPECIAL PROVISION (DURABLE SHARED
USE PATH CROSSING, POLYUREA)
STA. 17+03 - STA. 17+21 LT

ADJUST ELEVATION OF VALVE BOX
STA. 16+37 LT

REMOVING SIGNS
STA. 16+26 LT
STA. 17+30 LT

RESETTING SIGNS
STA. 16+26 LT
STA. 17+30 LT

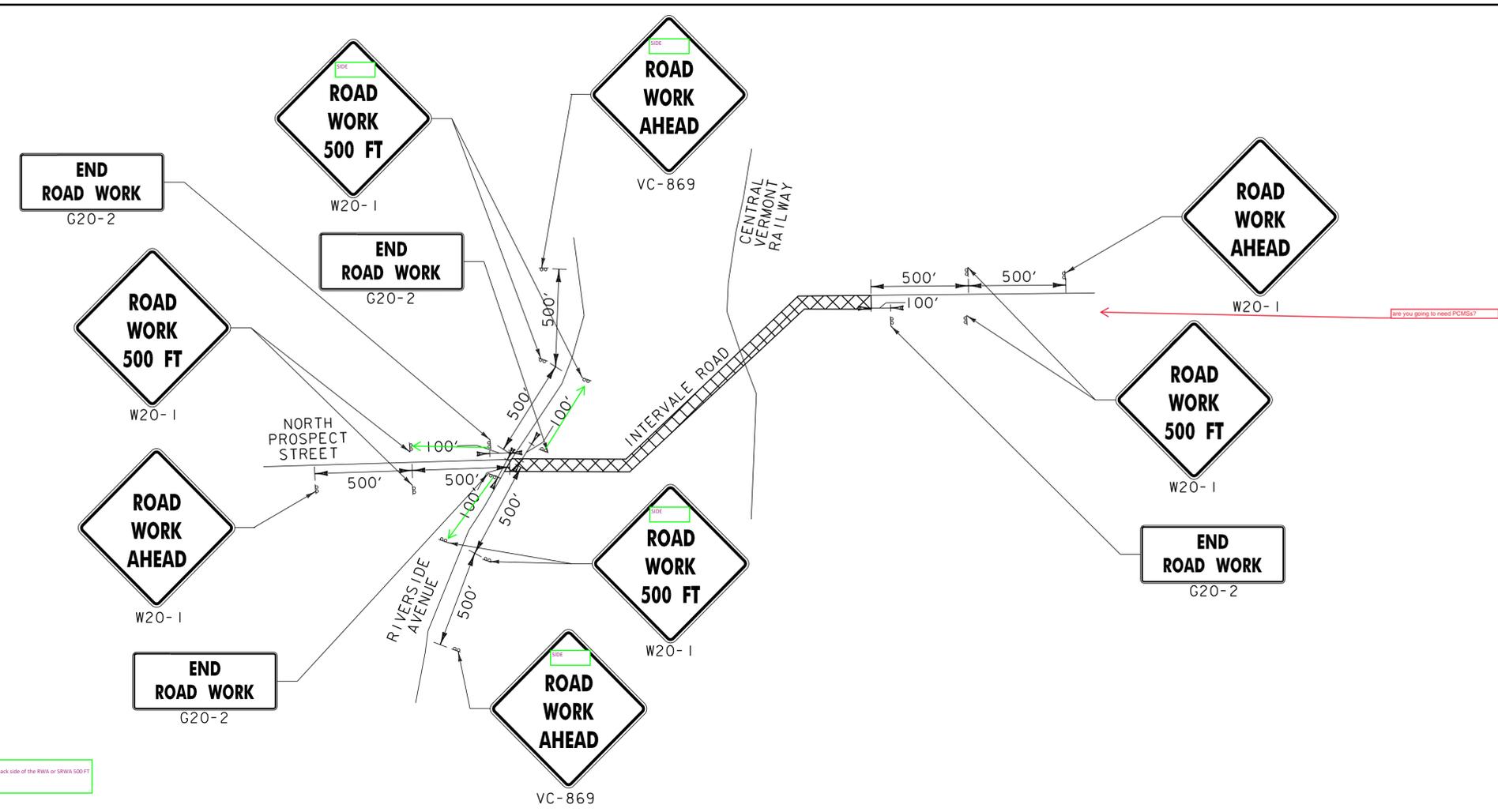
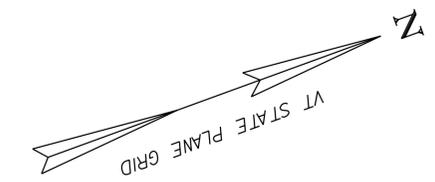


This looks like an awkward connection to the opposite side. Can we connect this pad to the existing driveway pavement to make it accessible?



PROJECT NAME:	BURLINGTON	PLOT DATE:	12-APR-2023
PROJECT NUMBER:	STP BP21(III)	DRAWN BY:	R.M. O'BRIEN
FILE NAME:	z58842_bdr_nul.dgn	CHECKED BY:	D.A. GINGRAS
PROJECT LEADER:	D.A. GINGRAS	LAYOUT PLAN SHEET (4 OF 4)	SHEET 15 OF 31

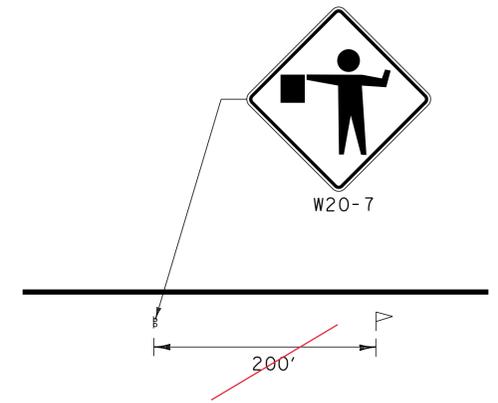




CONSTRUCTION APPROACH SIGNAGE
NOT TO SCALE

Typical Note:
Install END ROAD WORK sign on the back side of the RWA or SRWA 500 FT sign assembly as noted on plans.

At no time should the Flagger symbol sign be more than 500 feet from the Flagger Station. Flagger signs shall be covered or turned away from traffic when flagging operations cease for longer than 15 minutes.



ADDITIONAL SIGNAGE WHEN FLAGGERS ARE ACTIVELY WORKING

▷ = FLAGGER

TRAFFIC CONTROL NOTES

1. THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND LATEST REVISIONS SHALL BE THE STANDARD FOR ALL TRAFFIC CONTROL DEVICES. EXISTING SIGNS AND MARKINGS SHALL BE VALID UNTIL SUCH TIME AS THEY ARE REPLACED OR RECONSTRUCTED. WHEN NEW TRAFFIC DEVICES ARE ERECTED OR PLACED, OR EXISTING TRAFFIC CONTROL DEVICES ARE REPLACED OR REPAIRED, THE EQUIPMENT, DESIGN, METHOD OF INSTALLATION, PLACEMENT OR REPAIR SHALL CONFORM WITH SUCH STANDARDS.
2. CONSTRUCTION ZONE SIGN LAYOUT SHALL BE IN ACCORDANCE WITH SECTION 6 OF THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND ITS LATEST REVISIONS AND CURRENT STATE STANDARDS.
3. THE BID PRICE FOR ITEM 641.11 TRAFFIC CONTROL, ALL INCLUSIVE SHALL INCLUDE ALL OF THE FOLLOWING, AS NEEDED: APPROACH, ON AND OFF PROJECT CONSTRUCTION SIGNING, PORTABLE FLASHING ARROW BOARDS, BARRIERS, BARRELS, CONES, BARRICADES, TEMPORARY REGULATORY AND WARNING SIGNS, AND POSTS AS DETAILED IN VTRANS STANDARDS. ALL ADJUSTING, RELOCATING AND REMOVING OF THESE DEVICES AS DIRECTED BY THE ENGINEER SHALL ALSO BE INCLUDED.
4. CONSTRUCTION SIGNS SHALL BE IN NEW OR LIKE NEW CONDITION PER VTRANS STANDARDS.
5. NO CONSTRUCTION SIGNS SHALL BE INSTALLED AS TO INTERFERE OR OBSTRUCT THE VIEW OF EXISTING TRAFFIC CONTROL DEVICES, STOPPING SIGHT DISTANCE, AND CORNER SIGHT DISTANCE FROM DRIVES AND TOWN HIGHWAYS. ALL VEGETATION THAT INTERFERES WITH THE VISIBILITY OF THE SIGNS SHALL BE REMOVED.
6. ALL PERMANENT SIGNS THAT CONFLICT WITH TEMPORARY TRAFFIC CONTROL SHALL BE COMPLETELY COVERED, THE PAYMENT FOR WHICH WILL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 641.11 TRAFFIC CONTROL, ALL-INCLUSIVE. SIGN COVERING SHALL NOT DAMAGE THE RETRO-REFLECTIVITY OF THE SIGN FACE AND THE SIGN COVER SHALL NOT BE ALLOWED TO DETERIORATE FOR THE DURATION THAT THE SIGN NEEDS COVERING.
7. DIAMOND SHAPED SIGNS SHALL BE 48" X 48" WITH BLACK TEXT AND BORDER ON A RETROREFLECTIVE FLUORESCENT ORANGE BACKGROUND.
8. SEE VTRANS STANDARDS T-1, T-10, AND T-17 FOR ADDITIONAL SIGN PLACEMENT DETAILS.
9. THE CONTRACTOR SHALL PROVIDE ACCESS THROUGH THE WORK ZONE FOR EMERGENCY VEHICLES AT ALL TIMES OR COORDINATE EMERGENCY ROUTES PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL COMMERCIAL AND MUNICIPAL PROPERTIES DURING BUSINESS HOURS AND COORDINATE MAJOR WORK ON COMMERCIAL OR MUNICIPAL ACCESSES WITH THE OWNER AT LEAST ONE WEEK PRIOR TO STARTING THE WORK. ALL COMMERCIAL AND MUNICIPAL ACCESSES SHALL BE KEPT FREE OF WORK AND TRAFFIC CONTROLLED BY UNIFORMED TRAFFIC OFFICERS OR FLAGGERS AS REQUIRED BY THE ENGINEER. ACCESS TO ALL PROPERTIES MAY BE RESTRICTED FOR A SHORT DURATION (A FEW HOURS). THIS WORK WILL BE COORDINATED WITH THE OWNER.
10. ACCOMODATIONS FOR POSTAL DELIVERS, NEWSPAPER ROUTES, TRASH SERVICES AND/OR OTHER DELIVERY SERVICES INTERRUPTED BY THE PROJECT OR DETOUR SHOULD BE COMMUNICATED WITH THE PROPER CONTACTS.
11. CONES SHALL BE USED TO CLEARLY DEFINE THE TRAVEL SPACE AND PROVIDE SEPARATION FROM THE WORK SPACE ALONG ITS ENTIRE LENGTH.
12. BICYCLE ACCOMODATIONS SHOULD BE TAKEN TO ENSURE THAT OBSTACLES, EQUIPMENT, CONSTRUCTION MATERIALS, TRAFFIC CONTROL DEVICES, ETC. DO NOT ENCROACH INTO THE BICYCLE PATH OF TRAVEL. IT IS IMPORTANT THAT CYCLIST'S ROUTES ARE FREE OF RUTS, SAND AND MUD TO PREVENT CYCLIST CRASHES.
13. FARMLAND BORDERS SEGMENTS OF THIS ROUTE; COORDINATION WITH HARVEST TIME WITH LOCAL FARMERS SHOULD BE CONSIDERED.

As estimate to be this item

When no sidewalk exists within the construction area, but pedestrians and bicyclist use the shoulder. A temporary circulation path shall be made available when the shoulder is closed due to construction activities. The temporary circulation path shall match the level of accessibility that exists prior to the shoulder closure.

As the new pathway is constructed, the contractor shall be responsible for closing off the full width of the pathway during non-working hours and until the project is completed to prevent access by pedestrians and bicyclists from entering the work area.

Individual channelizing devices, tape, or rope used to connect individual devices and other discontinuous barriers and devices; pavement markings are not detectable by persons with visual disabilities. These measures do not provide acceptable path guidance on temporary or re-aligned sidewalks or other pedestrian facilities. When it is determined that a facility should be accessible to and detectable by pedestrians with visual disabilities, a continuously detectable edging shall be provided throughout the length of the facility such that it can be followed by pedestrians using long canes for guidance.



PROJECT NAME:	BURLINGTON	PLOT DATE:	12-APR-2023
PROJECT NUMBER:	STP BP21(III)	DRAWN BY:	R.M. O'BRIEN
FILE NAME:	z58842_cas.dgn	CHECKED BY:	D.A. GINGRAS
PROJECT LEADER:	D.A. GINGRAS	TRAFFIC CONTROL SHEET	SHEET 16 OF 31
DESIGNED BY:	R.M. O'BRIEN		

PEDESTRIAN TEMPORARY TRAFFIC CONTROL NOTES

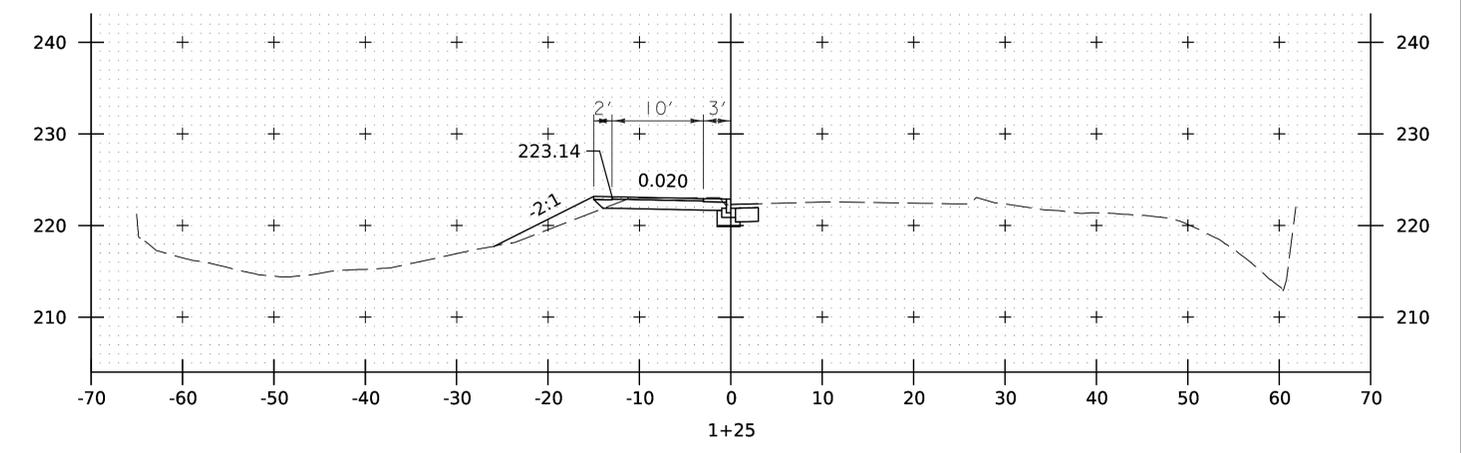
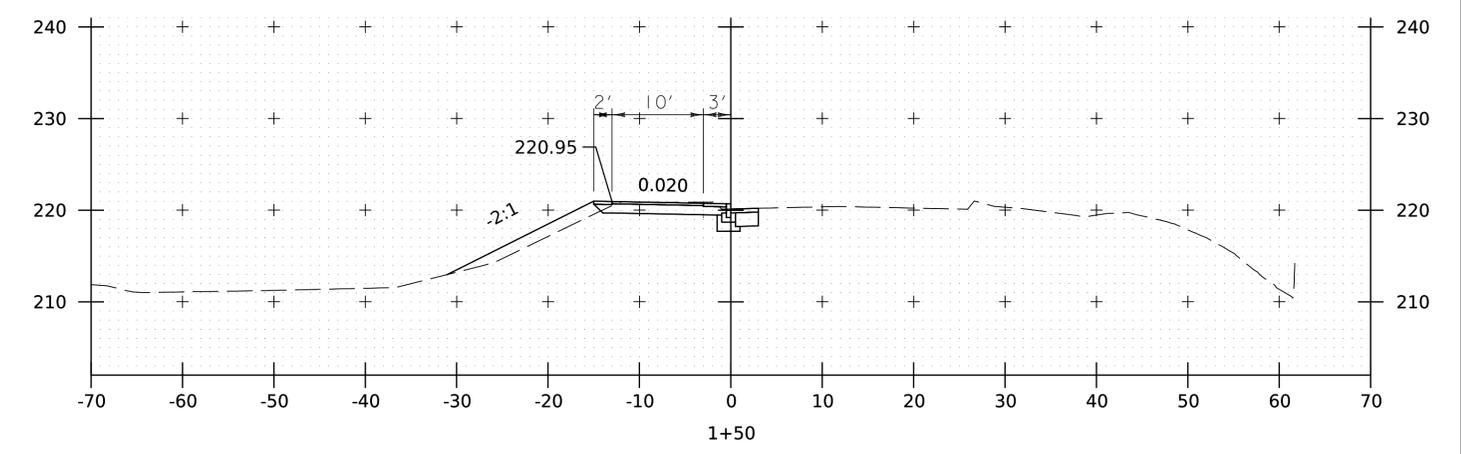
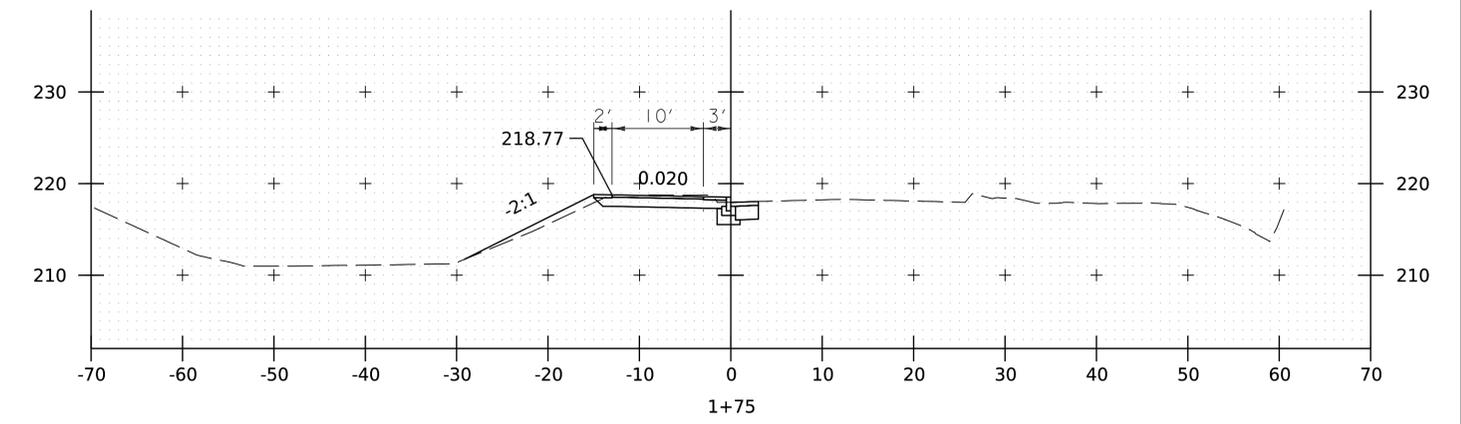
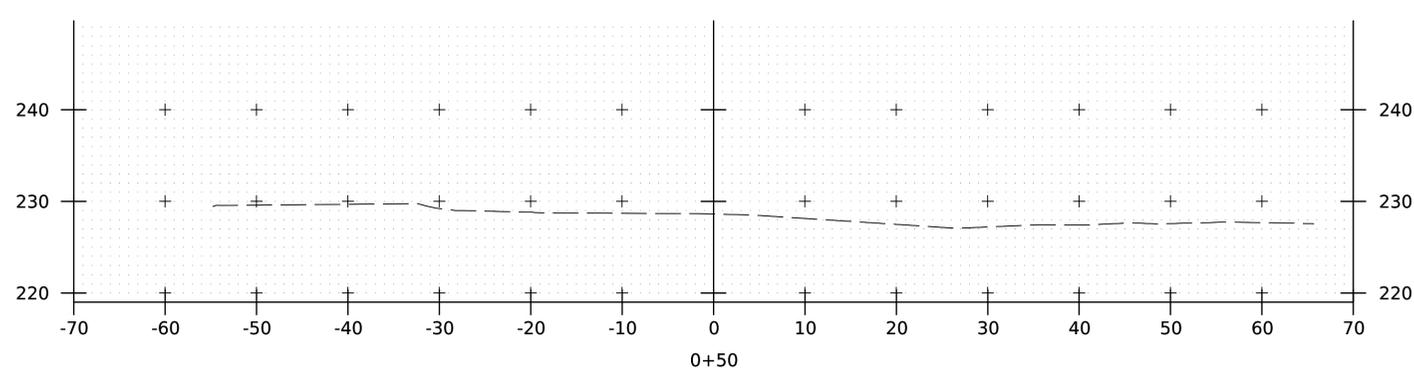
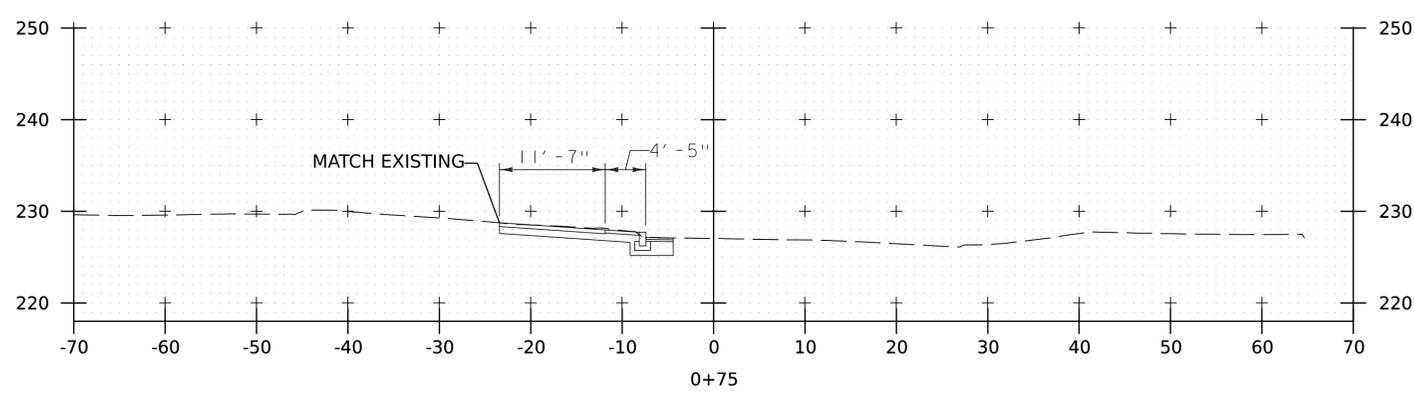
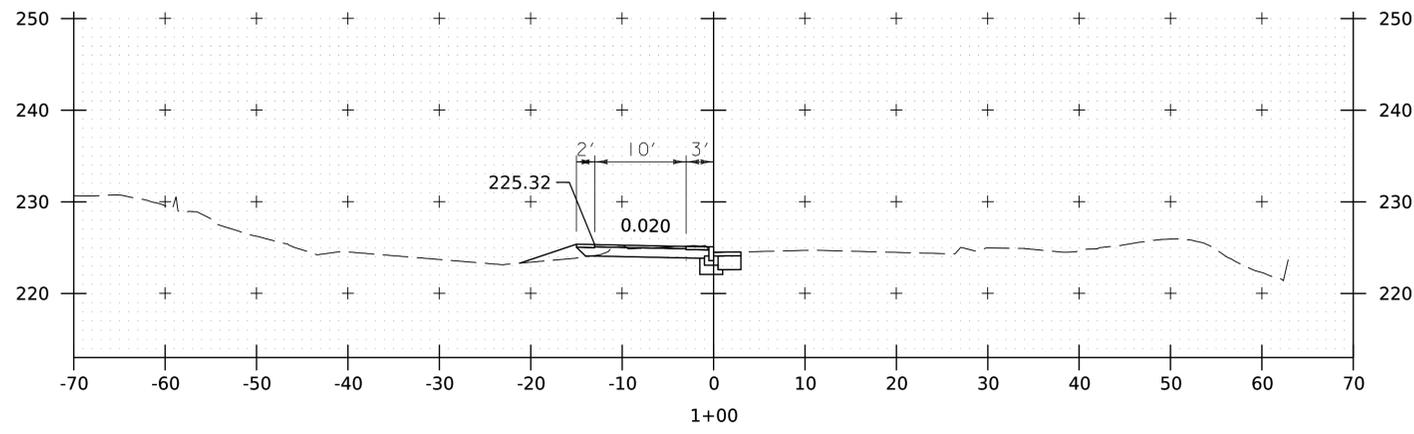
1. THE CONTRACTOR SHALL PROVIDE A TEMPORARY PEDESTRIAN ACCESS ROUTE (TPAR) FOR REVIEW AND WRITTEN APPROVAL BY THE AGENCY A MINIMUM OF THREE WEEKS BEFORE SUCH PLAN IS IMPLEMENTED. THIS PLAN SHALL DETAIL THE CONSTRUCTION PHASING AND SCHEDULE AND THE SPECIFIC METHODS OF MAINTAINING SAFE PEDESTRIAN ACCESS THROUGHOUT THE CONSTRUCTION AREA. THIS PLAN SHALL PROVIDE THE LOCATION AND DETAILS OF TEMPORARY CONSTRUCTION SIGNING, MARKINGS, BARRICADES, CHANNELIZING DEVICES, TPARS AND METHODS TO MAINTAIN ACCESS TO ADJACENT PROPERTIES, BUSINESSES, RESIDENCES, ETC.
2. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN THROUGH MOVEMENTS FROM ONE END OF THE CONSTRUCTION AREA TO THE OTHER, ON AT LEAST ONE SIDE OF THE STREET DURING CONSTRUCTION. ANY SIDEWALK CLOSURES SHALL MEET THE REQUIREMENTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), PART 6.
3. PEDESTRIAN ACCESS SHALL BE PROVIDED TO ALL ADJACENT PROPERTIES, BUILDINGS, RESIDENCES, COMMERCIAL PROPERTIES AND TRANSIT STOPS. THIS MAY INCLUDE TEMPORARY WALKWAYS SPANNING THE CONSTRUCTION AREA.
4. IF SIDEWALKS ARE CLOSED, A TEMPORARY PEDESTRIAN ACCESS ROUTE (TPAR) SHALL BE PROVIDED ON THE SAME SIDE OF THE ROAD AS THE CLOSED SIDEWALK, IF POSSIBLE. SIGNS AND BARRICADES SHALL BE USED TO PROVIDE ADVANCE NOTICE OF THE CLOSURE AND THE ROUTE OF ANY PEDESTRIAN DETOURS. THE TPAR SHALL HAVE A MINIMUM UNOBSTRUCTED WIDTH OF 4 FEET. IF THE TPAR IS LESS THAN 5 FEET IN WIDTH, A 5 FOOT BY 5 FOOT PASSING SPACE MUST BE PROVIDED AT LEAST EVERY 200 FEET. THE SURFACE OF THE TPAR SHALL BE FIRM, STABLE AND SLIP-RESISTANT AND CONTINUOUS WITH A MINIMUM 80 INCHES OVERHEAD CLEARANCE FOR THE LENGTH OF THE TPAR. THE TPAR SHALL MAINTAIN THE SAME LEVEL OF ACCESSIBILITY AND DETECTABILITY AS THE FACILITY THAT IS BEING CLOSED. THE TPAR SHALL NOT LEAD PEDESTRIANS INTO CONFLICTS WITH VEHICLES, EQUIPMENT, OR CONSTRUCTION OPERATIONS.
5. WHEN TEMPORARY CROSSWALKS ARE UTILIZED FOR THE TPAR, TEMPORARY DETECTABLE WARNINGS SHALL BE PLACED AT EACH END OF THE TEMPORARY CROSSWALKS. THE TEMPORARY CROSSWALK SHALL BE DELINEATED WITH TEMPORARY PAVEMENT MARKINGS OR TAPE. THE MARKINGS SHALL BE PARALLEL 12-INCH-WIDE WHITE LINES PLACED 7 FEET ON CENTER APART. IT SHOULD BE NOTED THAT CURB PARKING SHALL BE PROHIBITED FOR AT LEAST 20 FEET ~~IN ADVANCE OF~~ MIDBLOCK CROSSWALKS. TEMPORARY CROSSWALK SIGNS SHALL BE PROVIDED FOR THE CROSSWALK. FROM
6. IF THERE IS WORK OCCURRING OVER AN OPEN SIDEWALK, PROTECTIVE OVERHEAD COVERING MUST BE PROVIDED AS NECESSARY TO ENSURE PROTECTION FROM FALLING OBJECTS AND DRIPPING FROM OVERHEAD STRUCTURES. COVERED WALKWAYS SHOULD BE STURDILY CONSTRUCTED AND ADEQUATELY LIGHTED FOR NIGHTTIME USE.
7. INDIVIDUAL CHANNELIZING DEVICES, TAPE, OR ROPE USED TO CONNECT INDIVIDUAL DEVICES AND OTHER DISCONTINUOUS BARRIERS AND DEVICES, PAVEMENT MARKINGS ARE NOT DETECTABLE BY PERSONS WITH VISUAL DISABILITIES. THESE MEASURES DO NOT PROVIDE ACCEPTABLE PATH GUIDANCE ON TEMPORARY OR RE-ALIGNED SIDEWALKS OR OTHER PEDESTRIAN FACILITIES. PEDESTRIAN CHANNELIZING DEVICES SHALL INCLUDE A CONTINUOUSLY DETECTABLE BOTTOM AND TOP EDGE THROUGHOUT THE LENGTH OF THE FACILITY SUCH THAT IT CAN BE FOLLOWED BY PEDESTRIANS USING LONG CANES FOR GUIDANCE.
8. CHANNELIZING DEVICES ON BOTH SIDES OF THE TPAR SHALL INCLUDE A CONTINUOUS SOLID TOP AND BOTTOM RAILS. THE TOP EDGE OF THE TOP RAIL SHALL BE BETWEEN 32 INCHES AND 38 INCHES ABOVE THE GROUND LEVEL. THE BOTTOM RAIL SHALL BE AT LEAST 6 INCHES WIDE, WITH THE BOTTOM EDGE OF THE BOTTOM RAIL SURFACE NO HIGHER THAN 2 INCHES ABOVE THE GROUND.
9. IF THE TPAR IS ADJACENT TO MOVING TRAFFIC, CONSTRUCTION OPERATIONS/EQUIPMENT, OR DROPOFFS, THEN CRASHWORTHY CHANNELIZING DEVICES THAT MEET THE REQUIREMENTS OF THE MUTCD SHALL BE USED.
10. THE CONTRACTOR SHALL NOT STORE OR PLACE ANY CONSTRUCTION MATERIALS, EQUIPMENT OR SIGNS IN THE PEDESTRIAN PATH OF TRAVEL.
11. PROVISION OF THE TPAR AND ALL ITS ELEMENTS, INCLUDING BUT NOT LIMITED TO SIGNS, CHANNELIZING DEVICES, BARRICADES, TEMPORARY CURB RAMPS, TEMPORARY PAVEMENT MARKINGS AND OTHER TRAFFIC CONTROL DEVICES IS TO BE PAID FOR INCIDENTAL TO TRAFFIC CONTROL, ALL-INCLUSIVE (ITEM 641.11.)
12. THE CONTRACTOR SHALL REVIEW AND USE THE "VERMONT BICYCLE AND PEDESTRIAN WORK ZONE TRAFFIC CONTROL GUIDE," AVAILABLE ON VTRANS WEBSITE TO DESIGN AND IMPLEMENT TRAFFIC CONTROL FOR BICYCLE AND PEDESTRIAN INTO THEIR SITE-SPECIFIC TRAFFIC CONTROL PLAN FOR ALL STAGES OF CONSTRUCTION.

PROJECT NAME: BURLINGTON
PROJECT NUMBER: STP BP21(III)

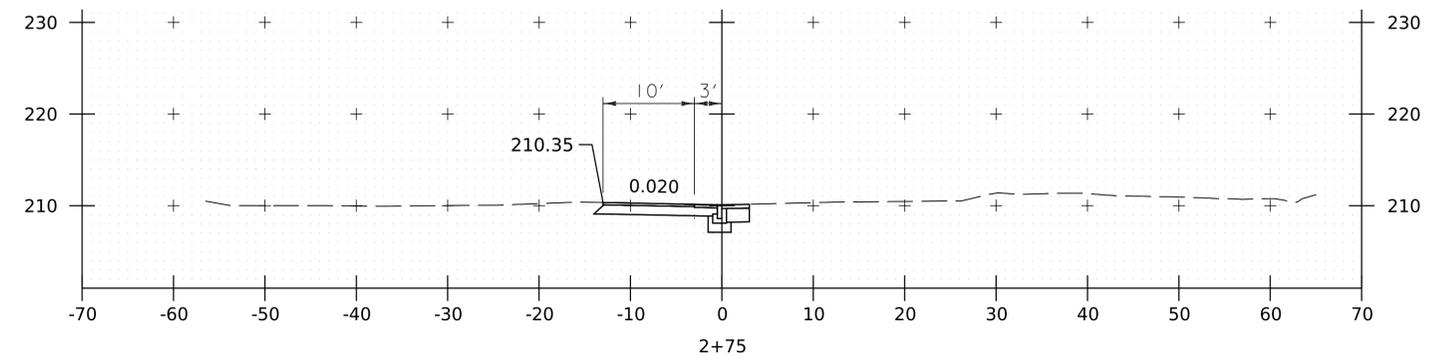
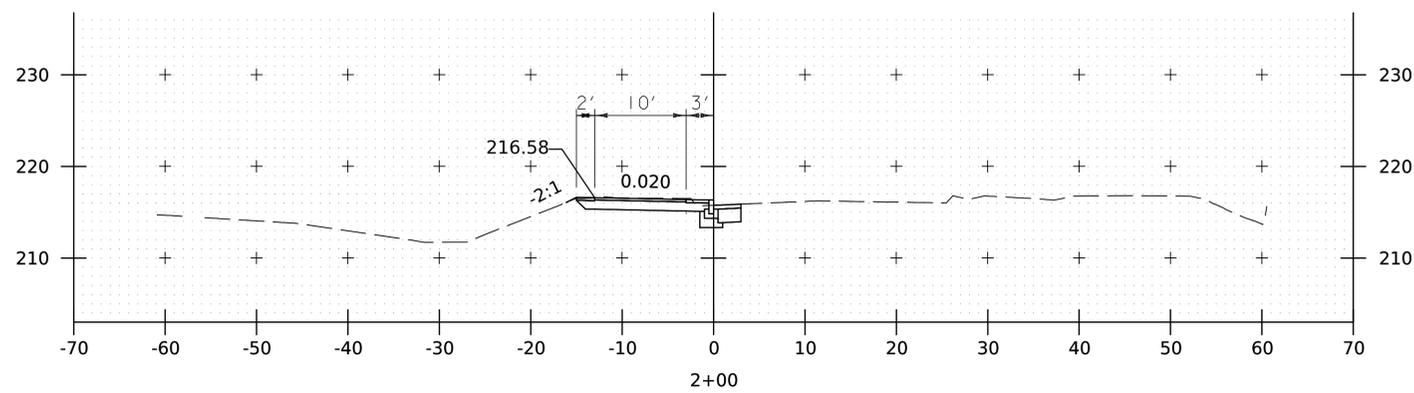
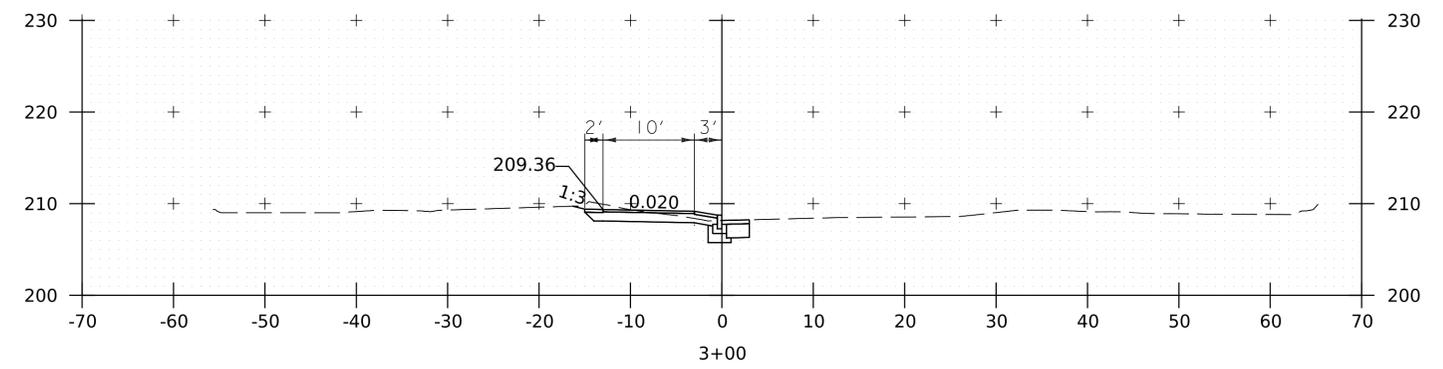
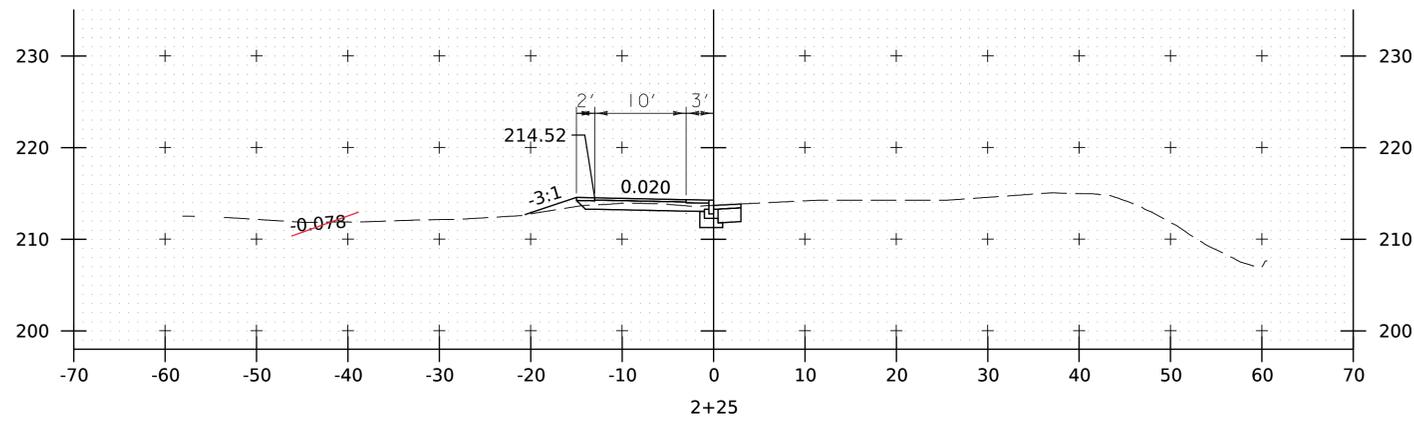
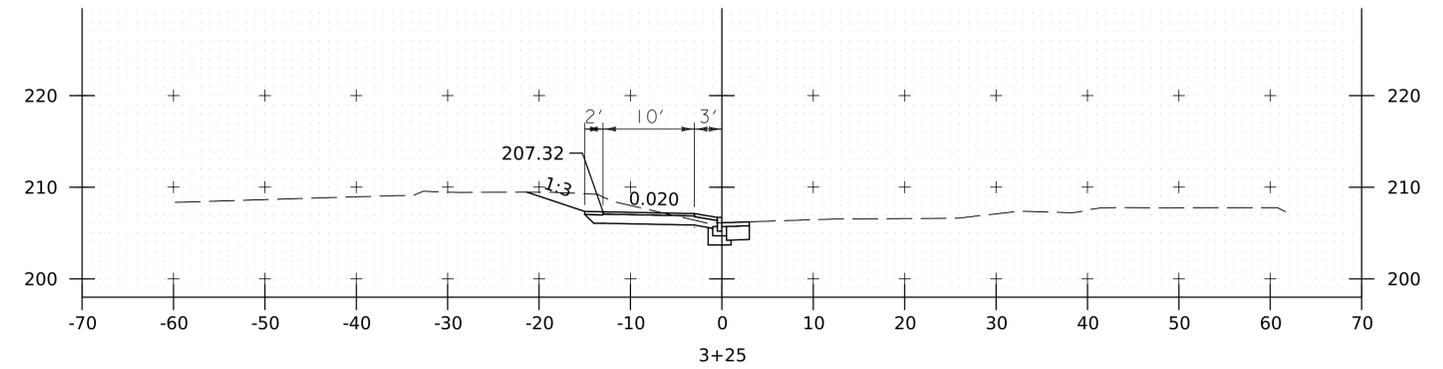
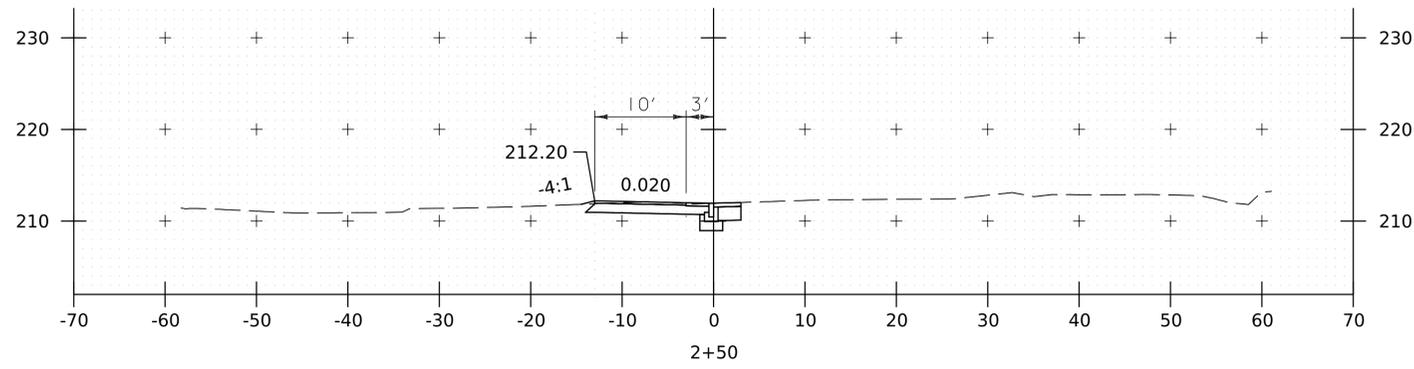
FILE NAME: z58842_cas.dgn
PROJECT LEADER: D.A. GINGRAS
DESIGNED BY: R.M. O'BRIEN
PEDESTRIAN TRAFFIC CONTROL SHEET

PLOT DATE: 12-APR-2023
DRAWN BY: R.M. O'BRIEN
CHECKED BY: D.A. GINGRAS
SHEET 17 OF 31

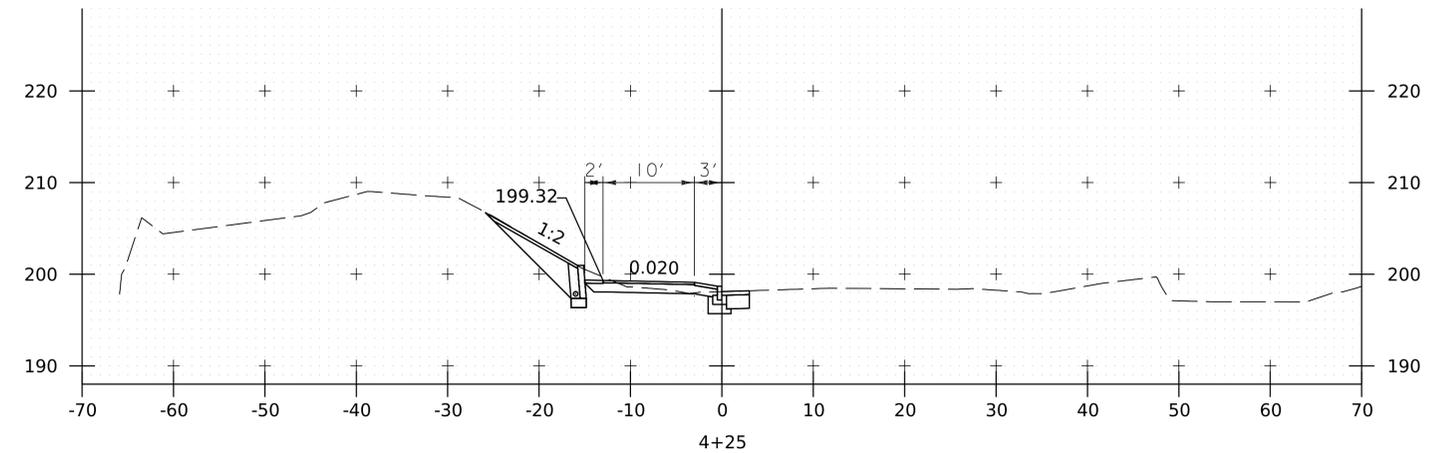
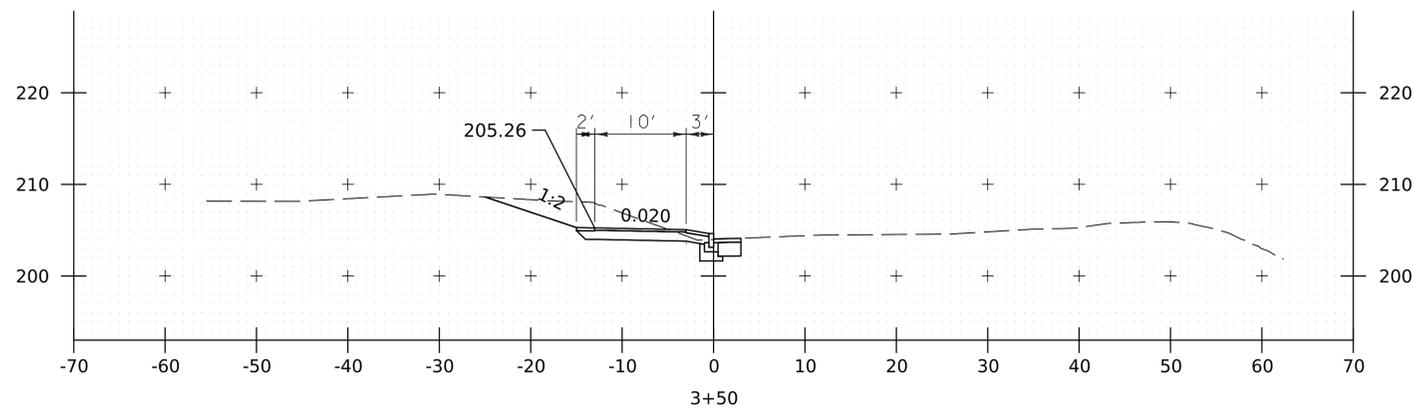
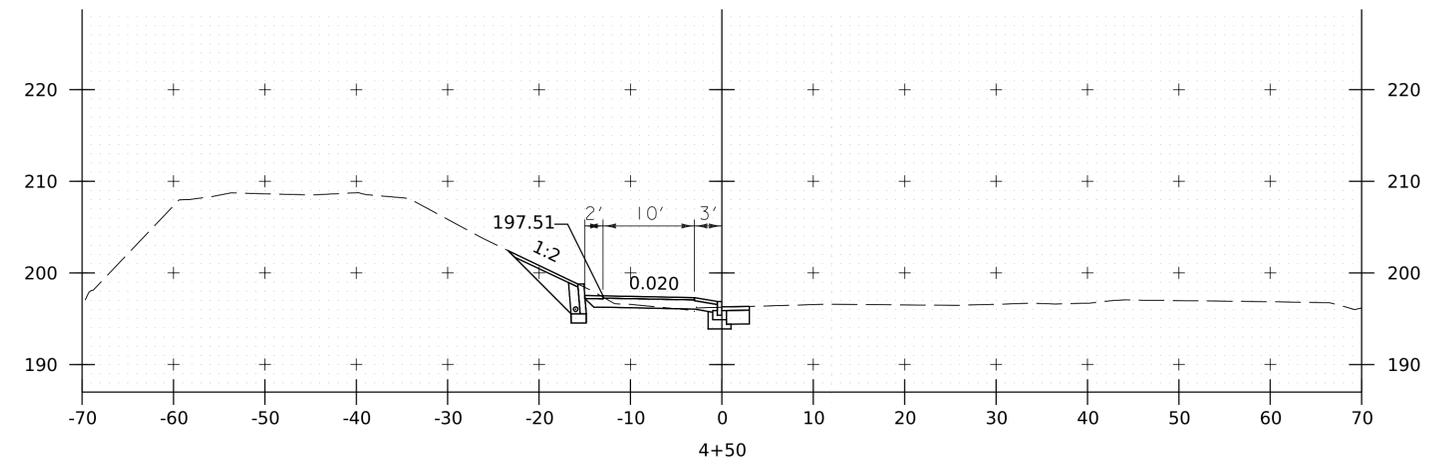
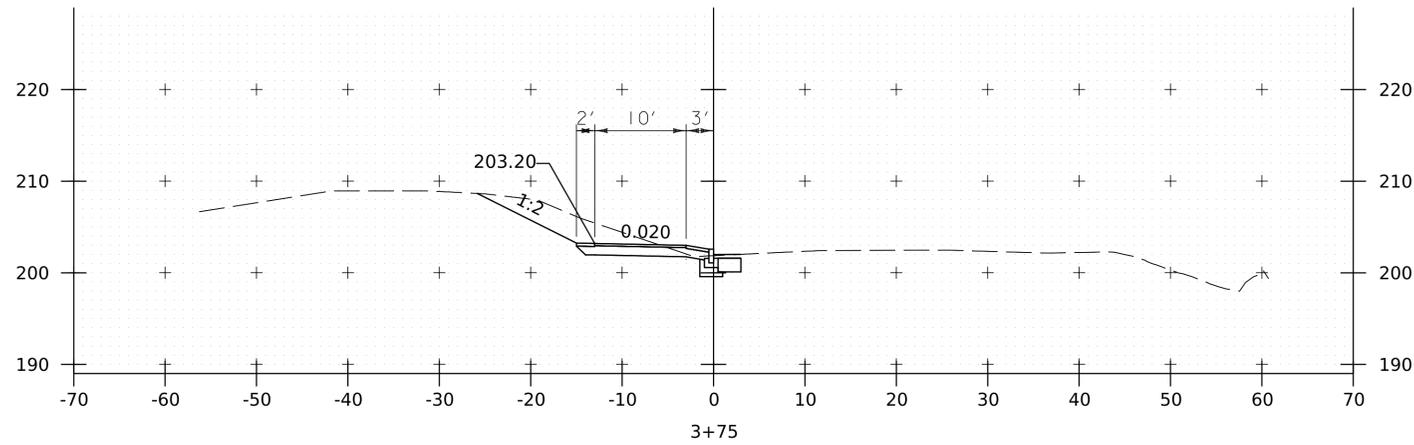
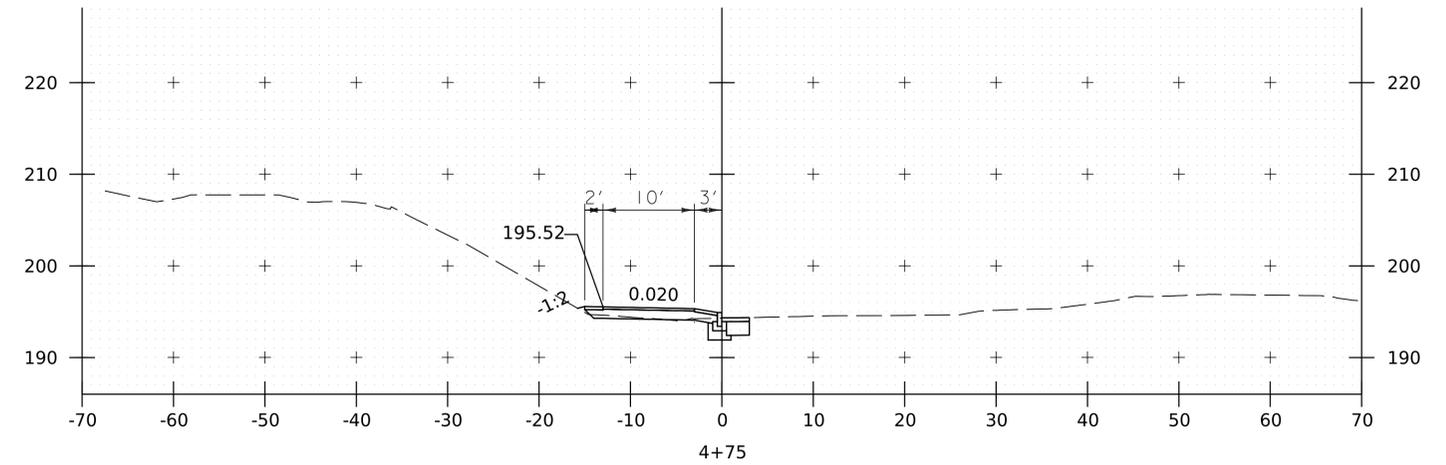
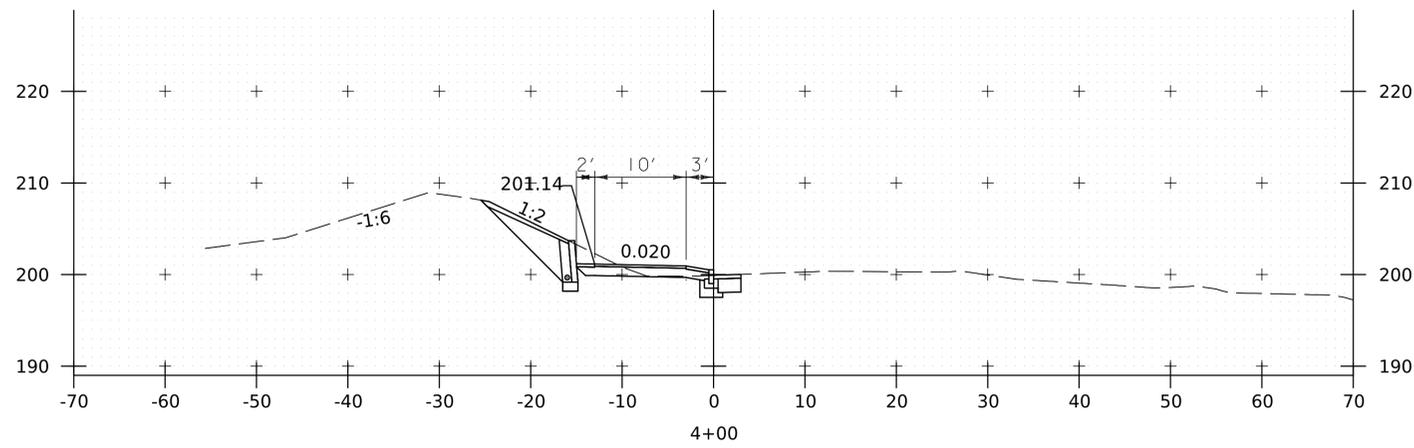




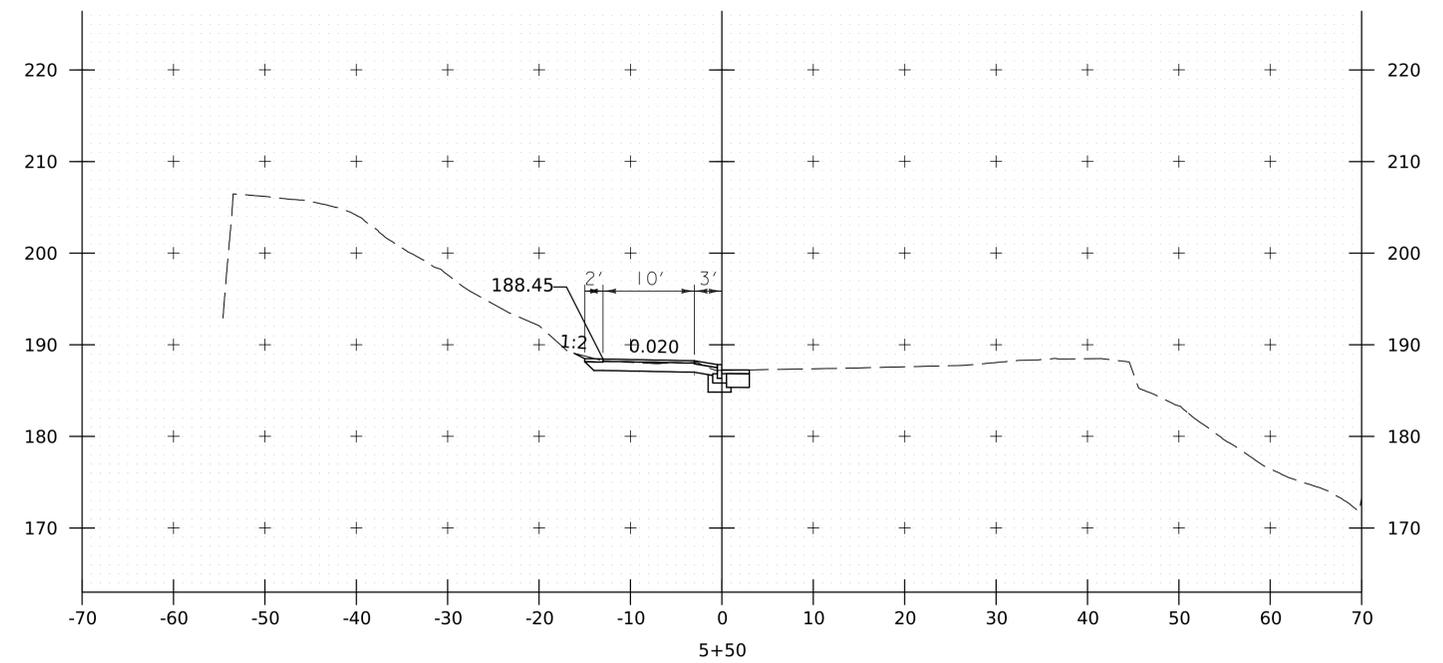
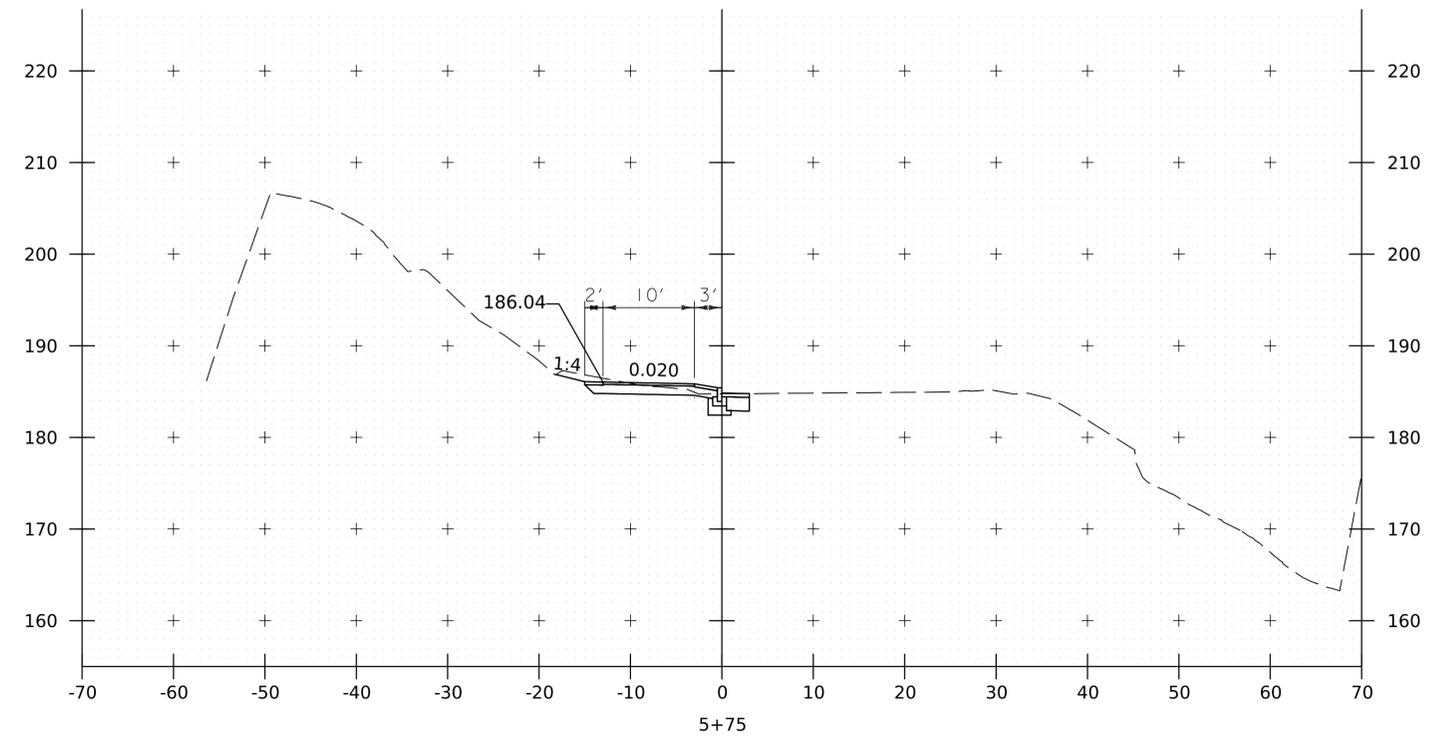
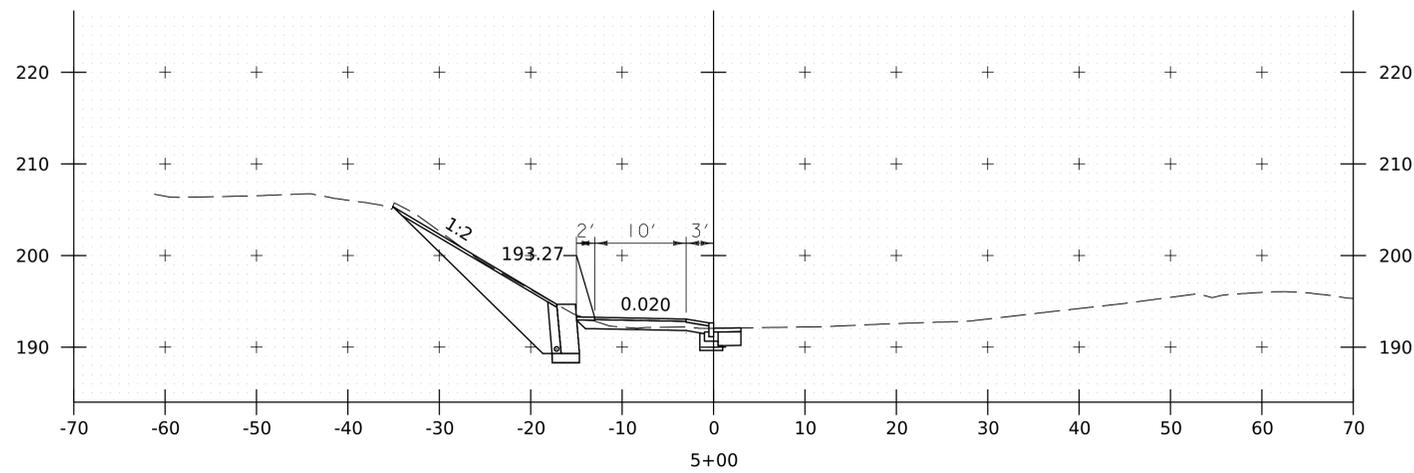
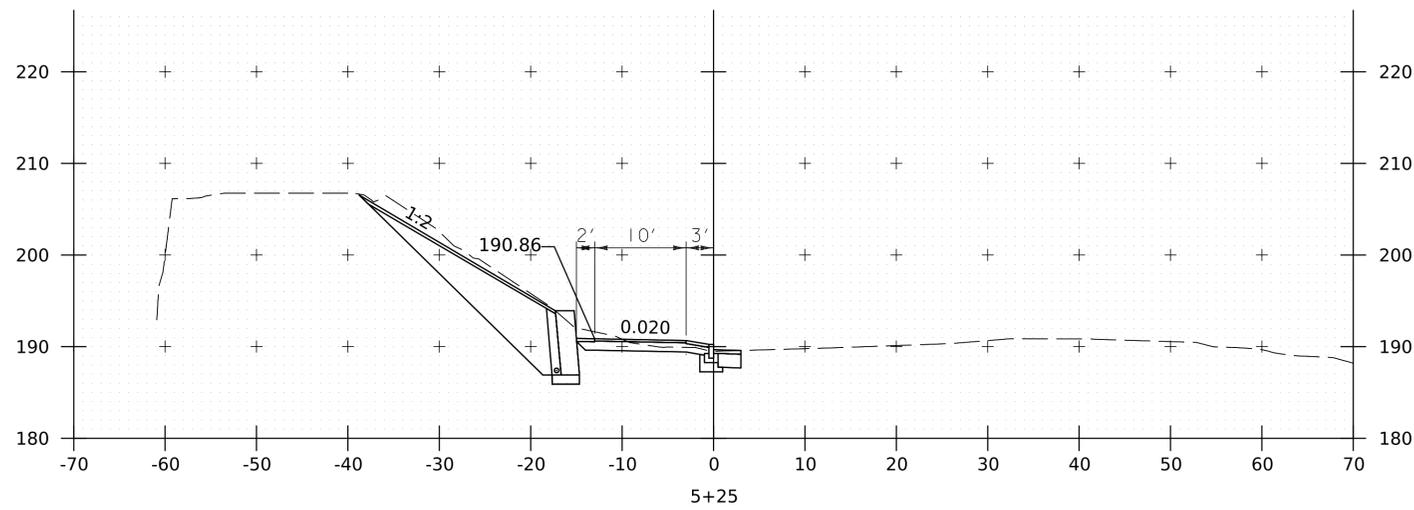
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PROJECT NUMBER: STP BP2(III)	
FILE NAME: z58842_xs.dgn	PLOT DATE: 12-APR-2023
PROJECT LEADER: D.A. GINGRAS	DRAWN BY: R.M. O'BRIEN
DESIGNED BY: R.M. O'BRIEN	CHECKED BY: C.K. FORD
CROSS SECTION SHEET (1 OF 15)	SHEET 18 OF 31



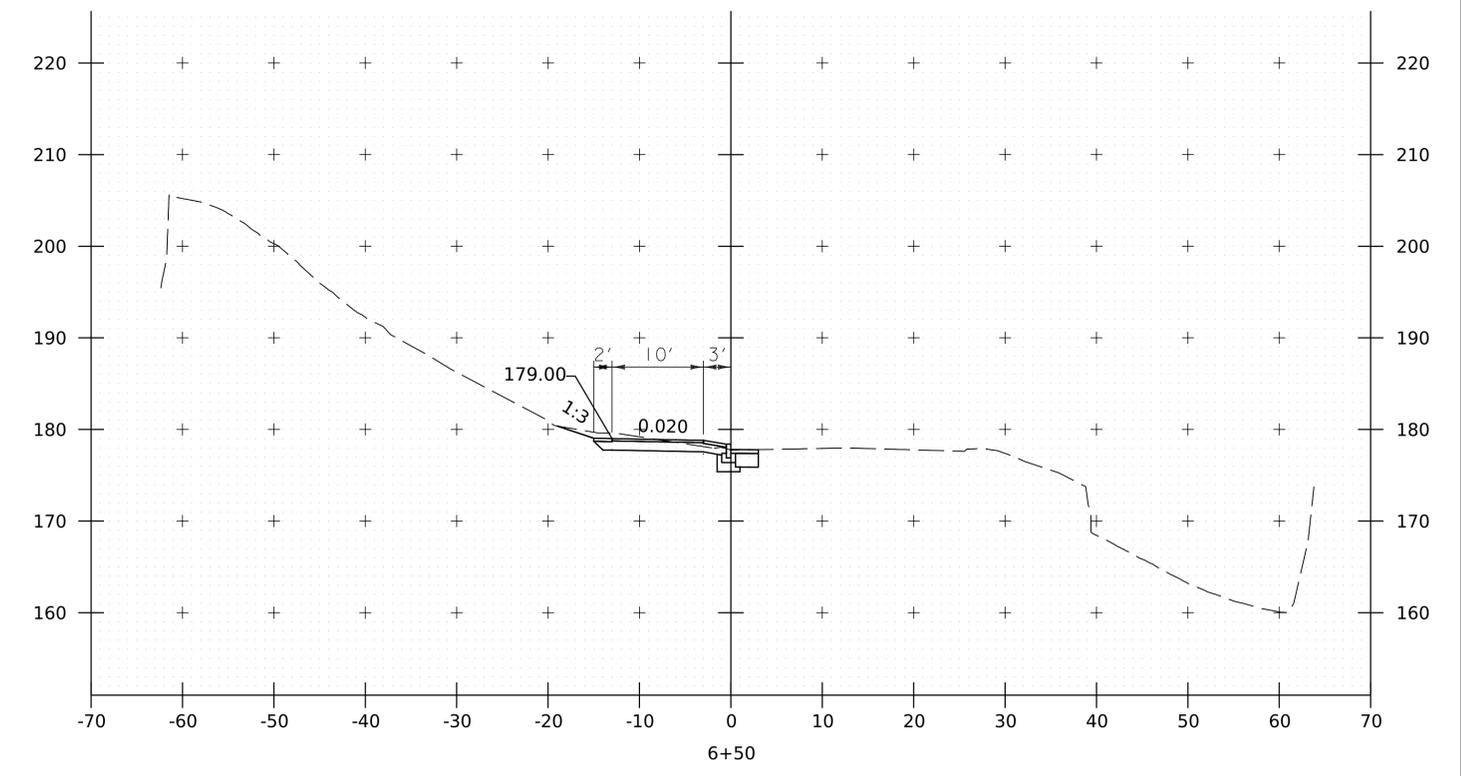
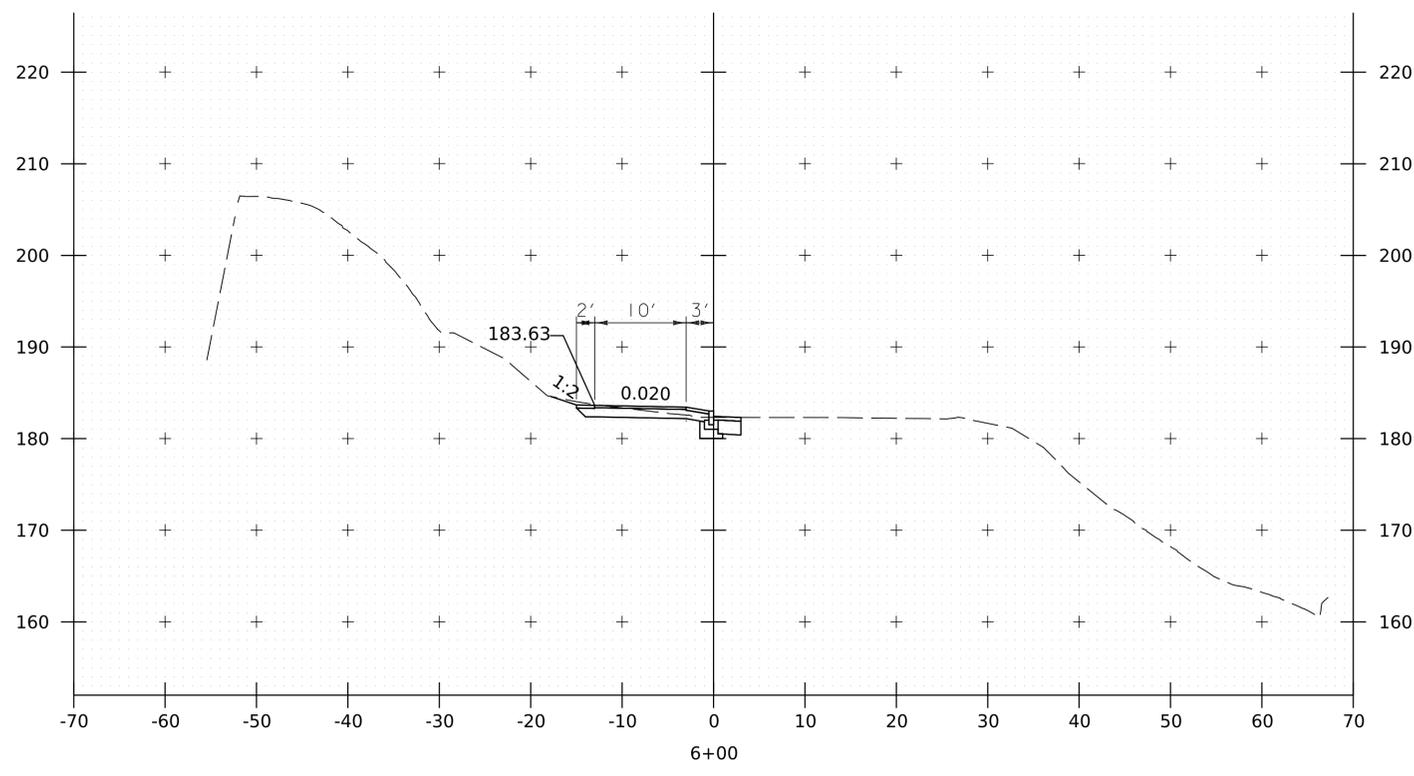
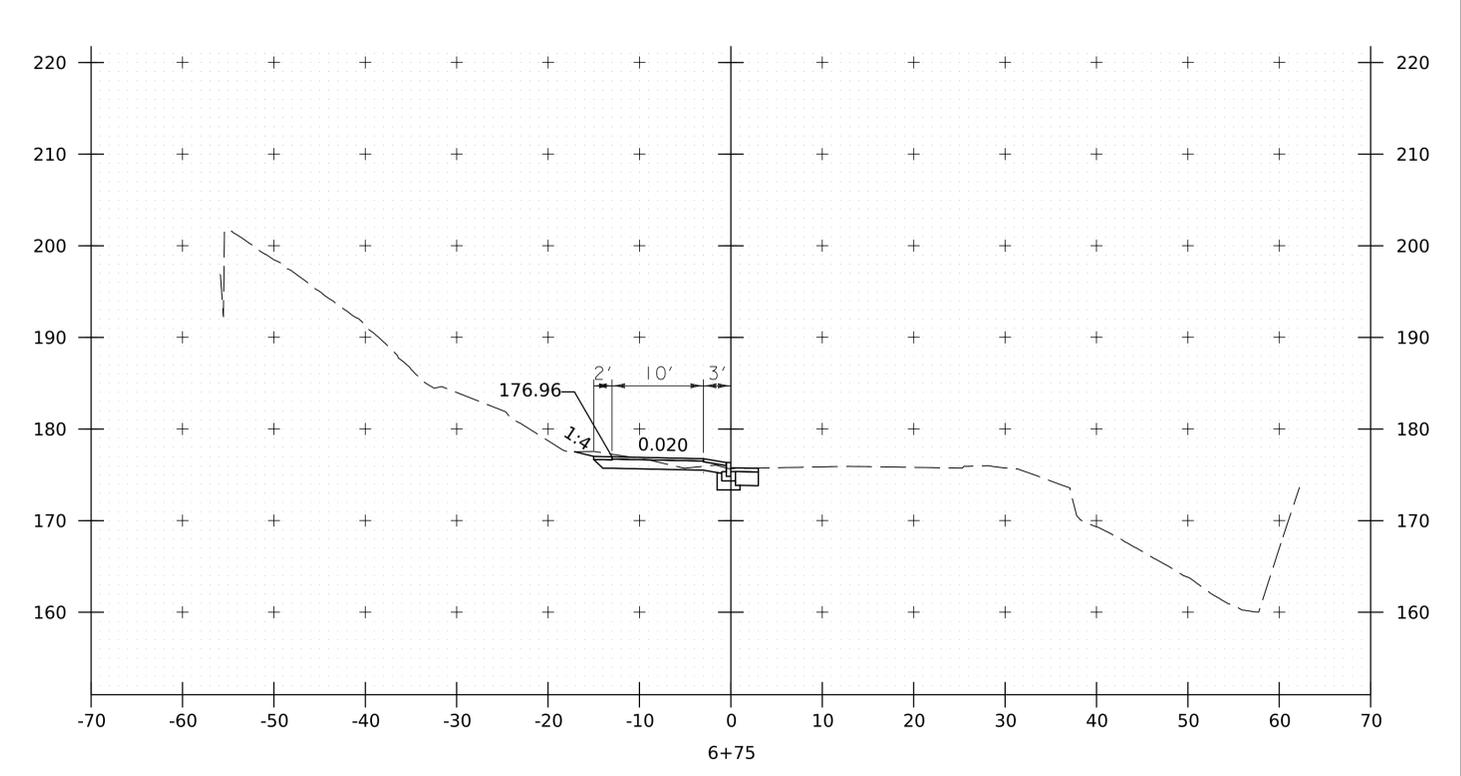
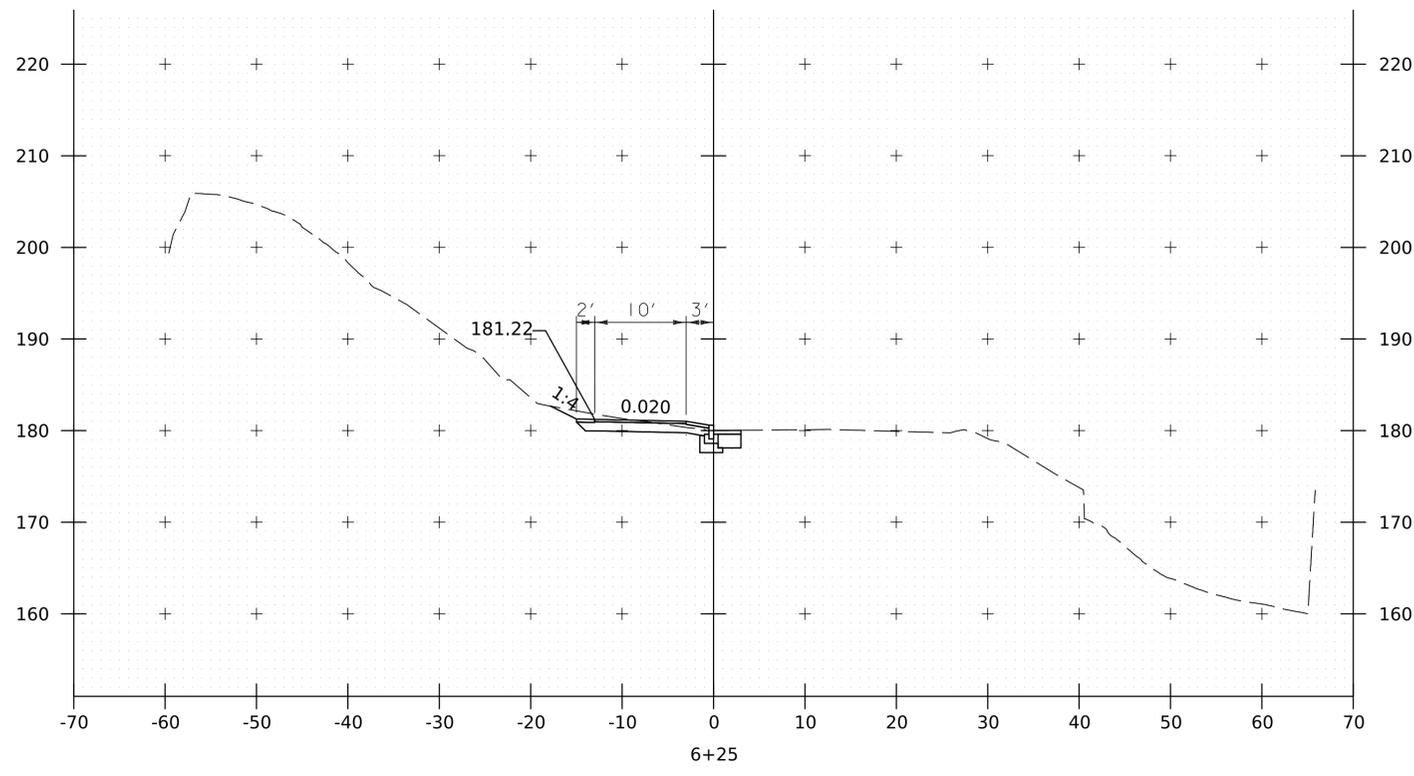
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PROJECT LEADER: D.A. GINGRAS	DRAWN BY: R.M. O'BRIEN
DESIGNED BY: R.M. O'BRIEN	CHECKED BY: C.K. FORD
CROSS SECTION SHEET (2 OF 15)	SHEET 19 OF 31



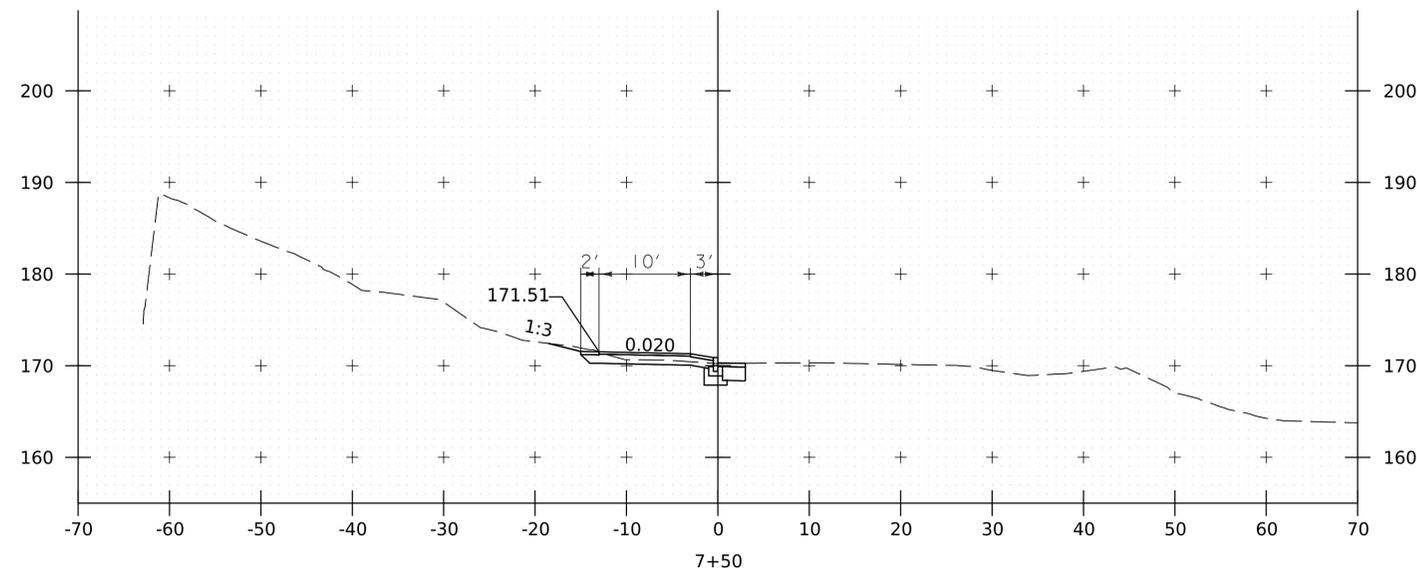
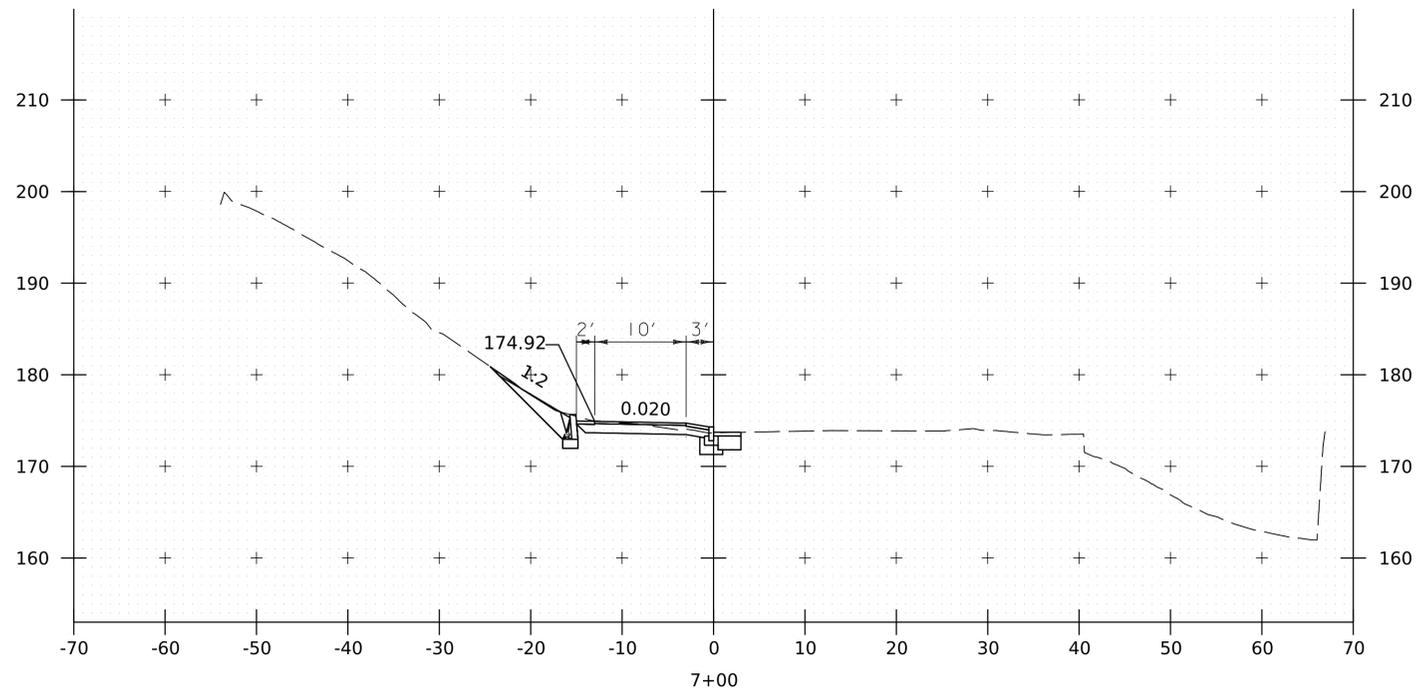
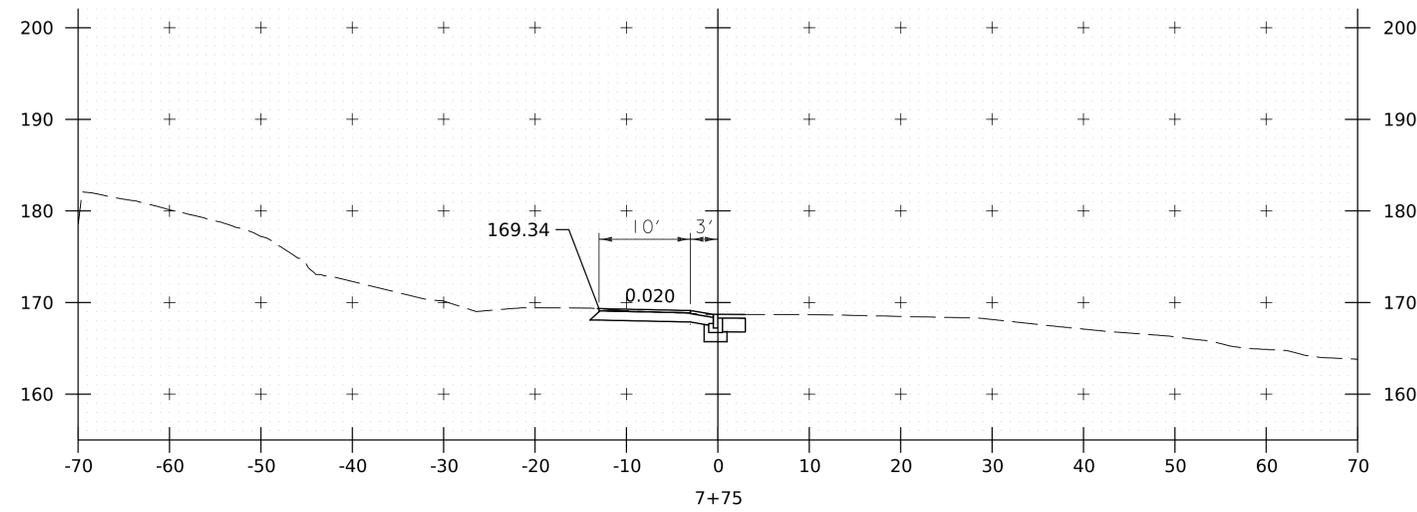
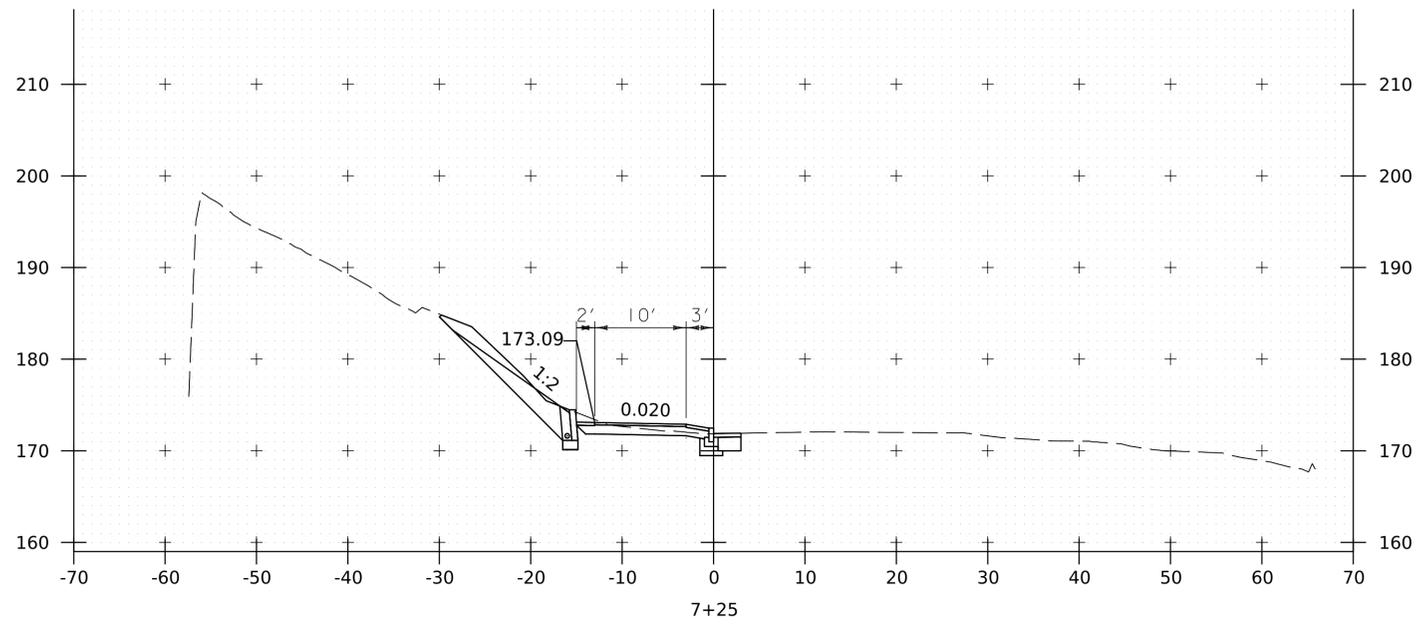
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PROJECT LEADER: D.A. GINGRAS	DRAWN BY: R.M. O'BRIEN
DESIGNED BY: R.M. O'BRIEN	CHECKED BY: C.K. FORD
CROSS SECTION SHEET (3 OF 15)	SHEET 20 OF 31



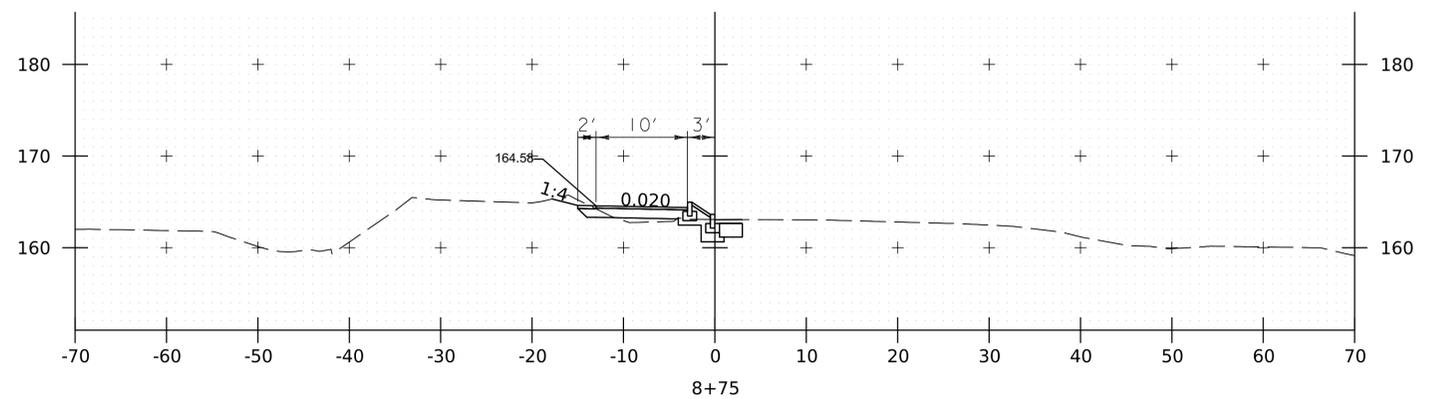
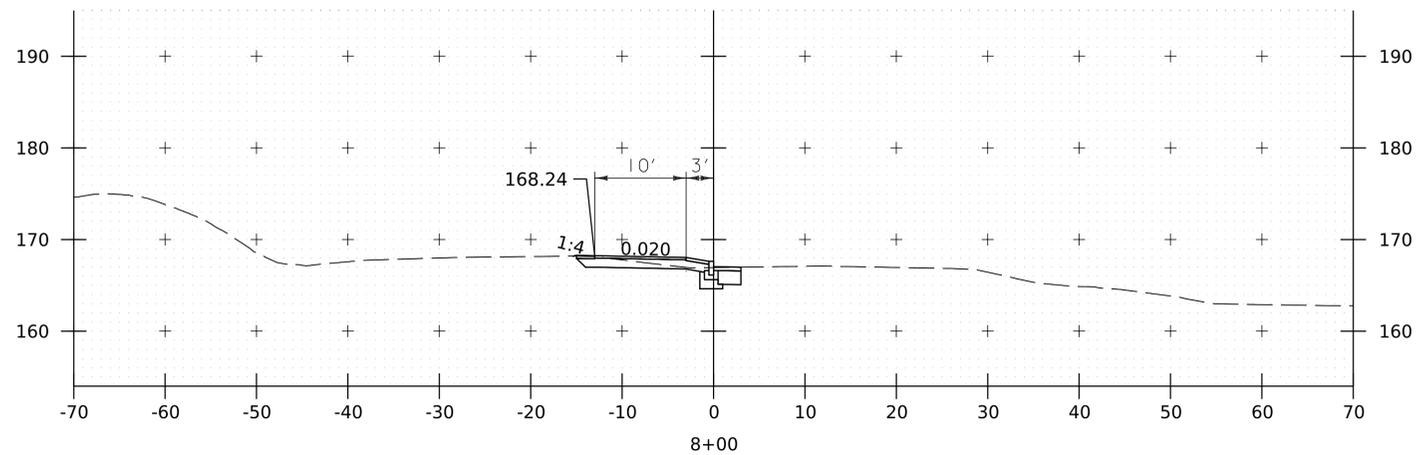
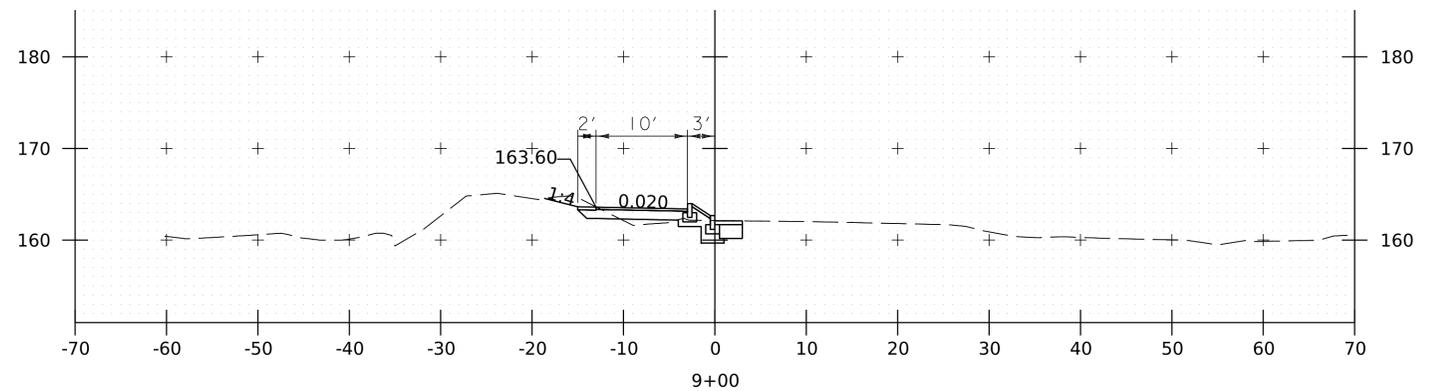
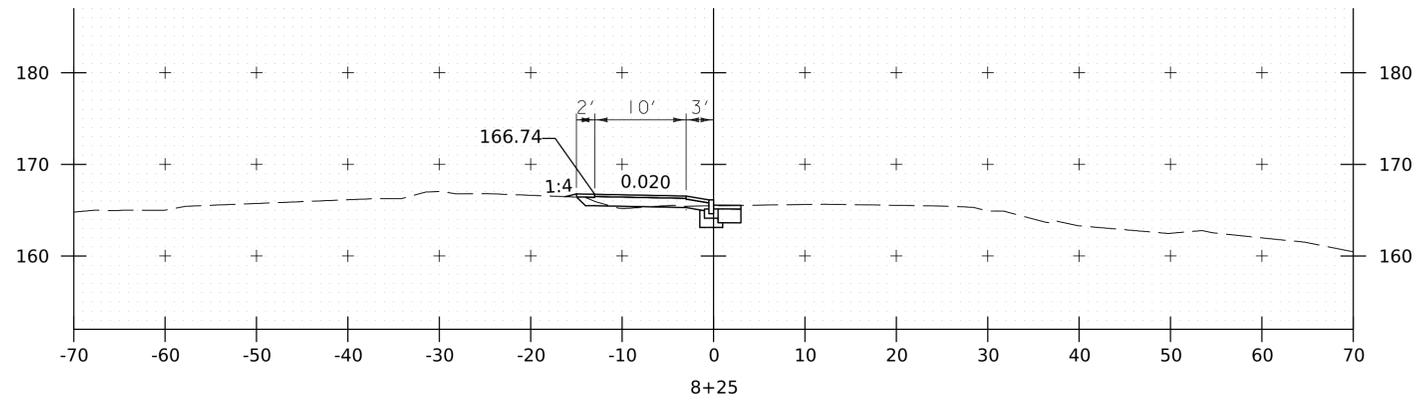
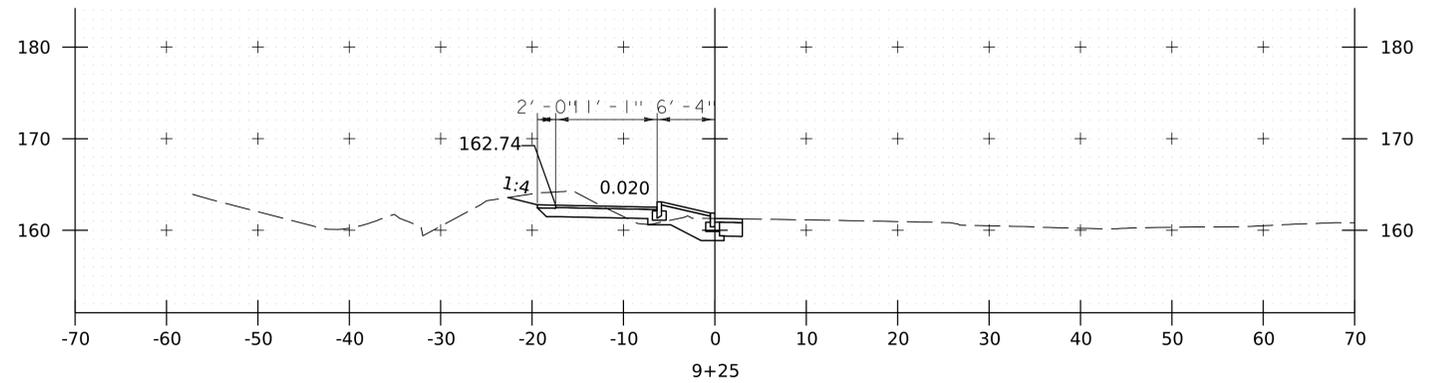
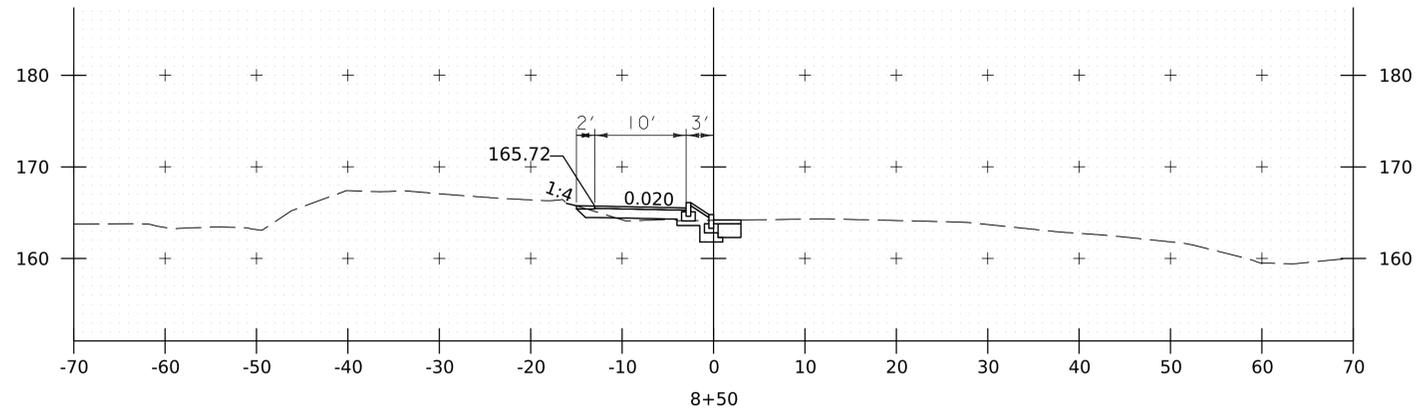
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PROJECT NUMBER: STP BP2(I)(II)	
FILE NAME: z58842_xs.dgn	PLOT DATE: 12-APR-2023
PROJECT LEADER: D.A. GINGRAS	DRAWN BY: R.M. O'BRIEN
DESIGNED BY: R.M. O'BRIEN	CHECKED BY: C.K. FORD
CROSS SECTION SHEET (4 OF 15)	SHEET 21 OF 31



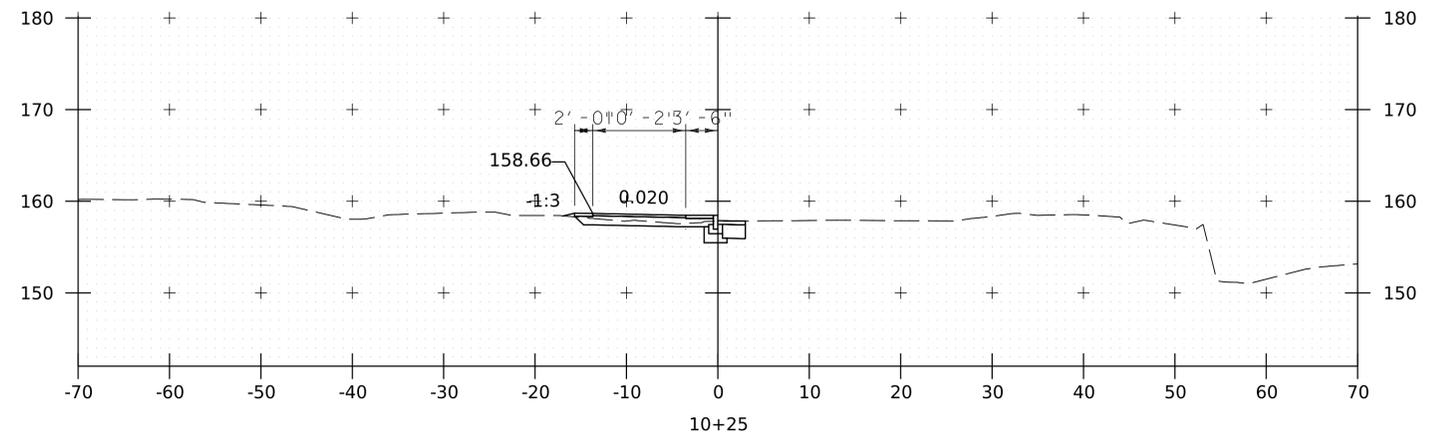
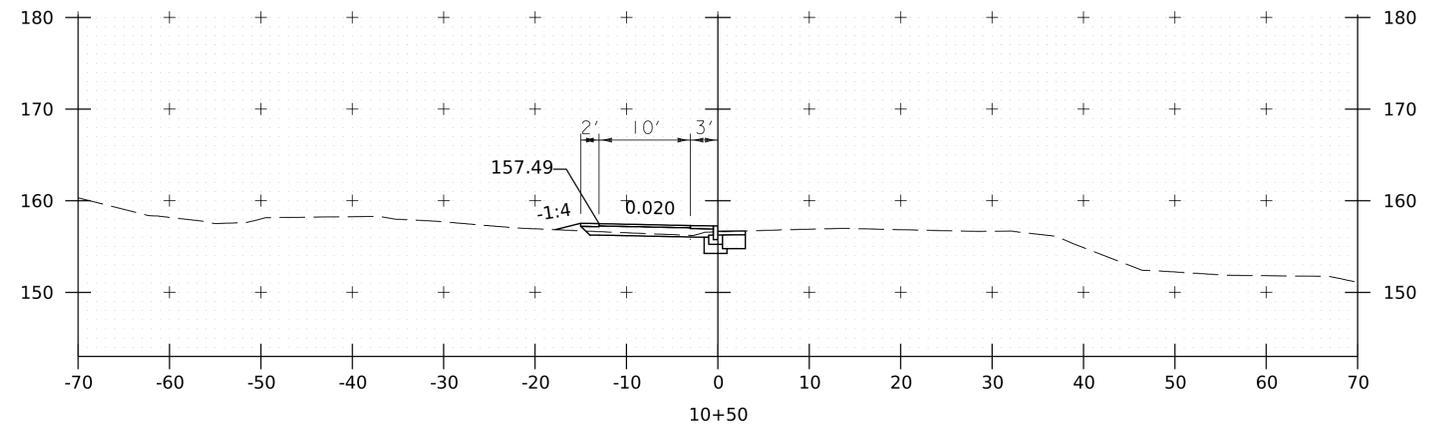
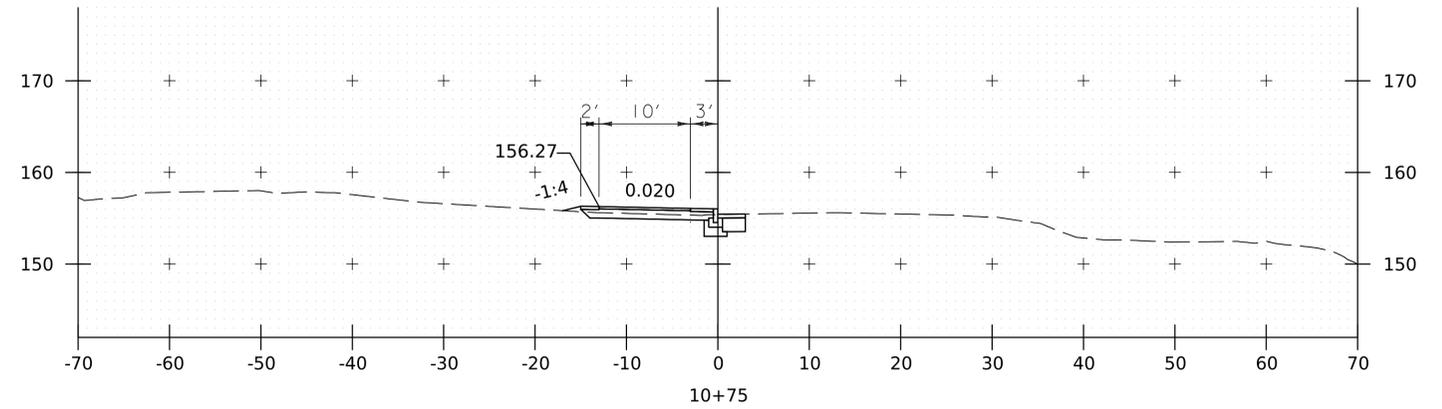
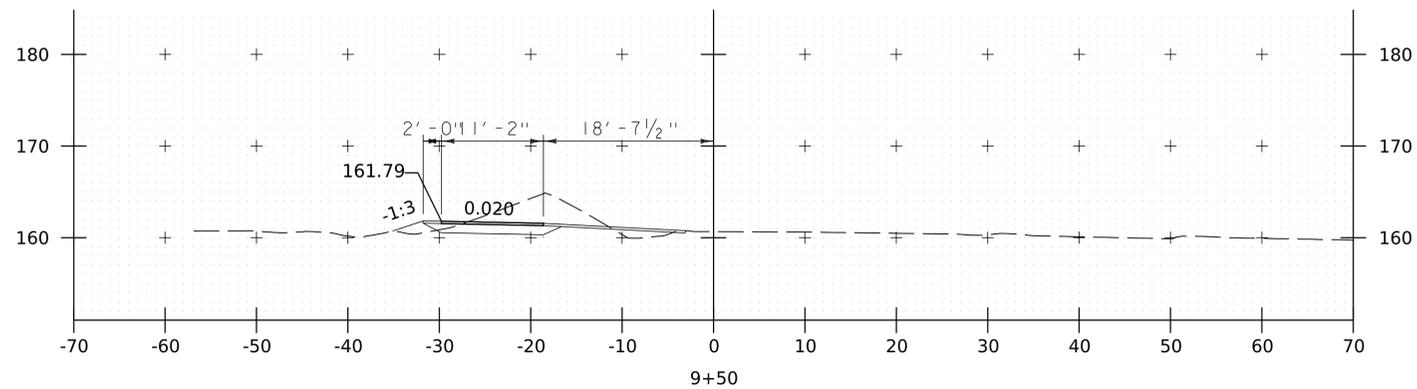
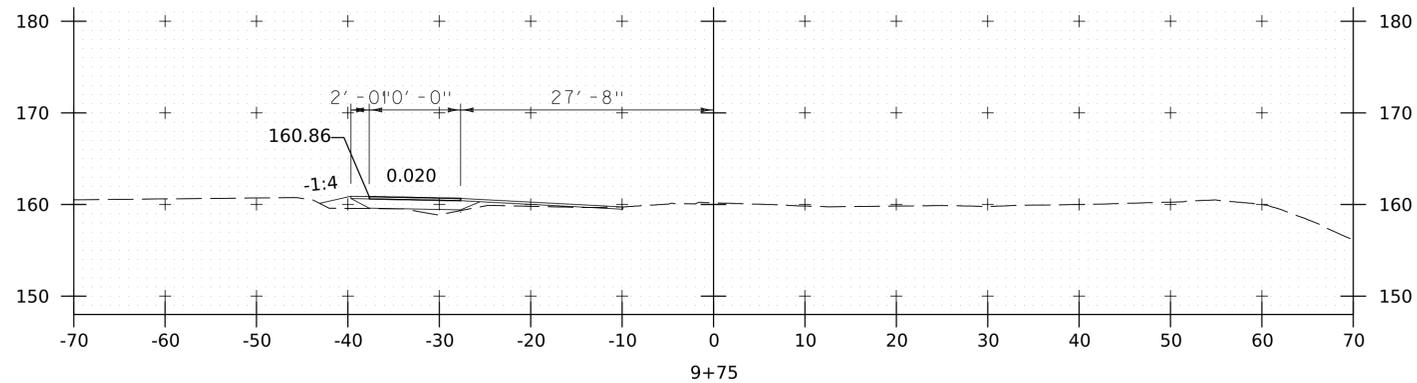
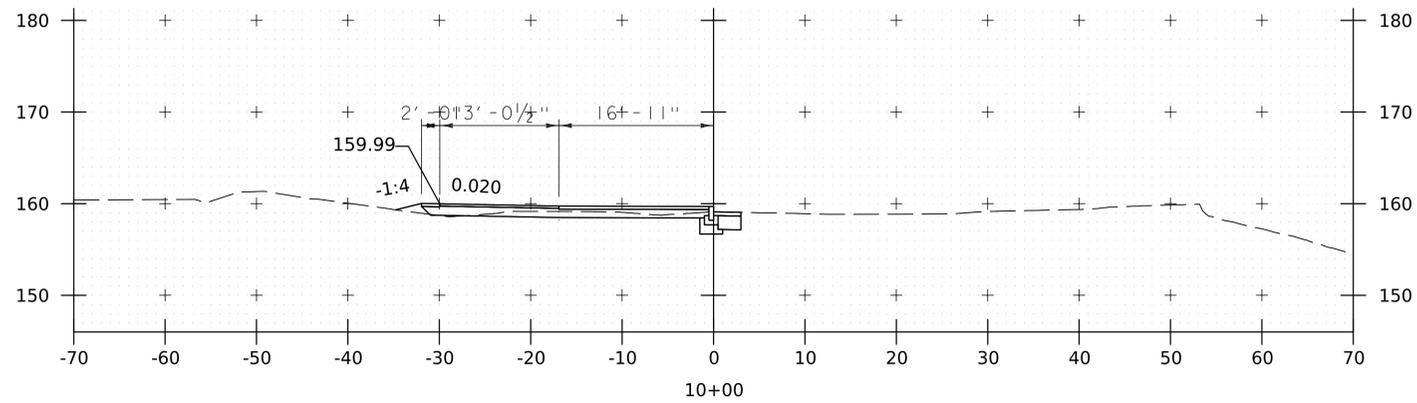
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PROJECT NUMBER: STP BP2(I/II)	
FILE NAME: z58842_xs.dgn	PLOT DATE: 12-APR-2023
PROJECT LEADER: D.A. GINGRAS	DRAWN BY: R.M. O'BRIEN
DESIGNED BY: R.M. O'BRIEN	CHECKED BY: C.K. FORD
CROSS SECTION SHEET (5 OF 15)	SHEET 22 OF 31



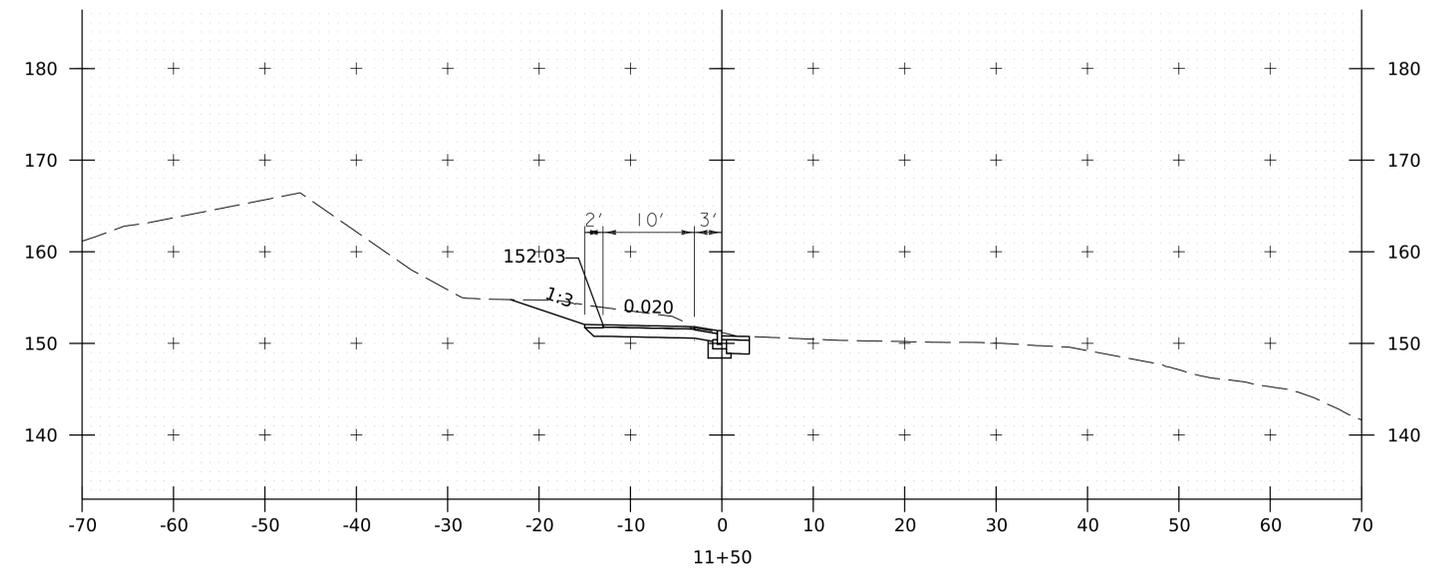
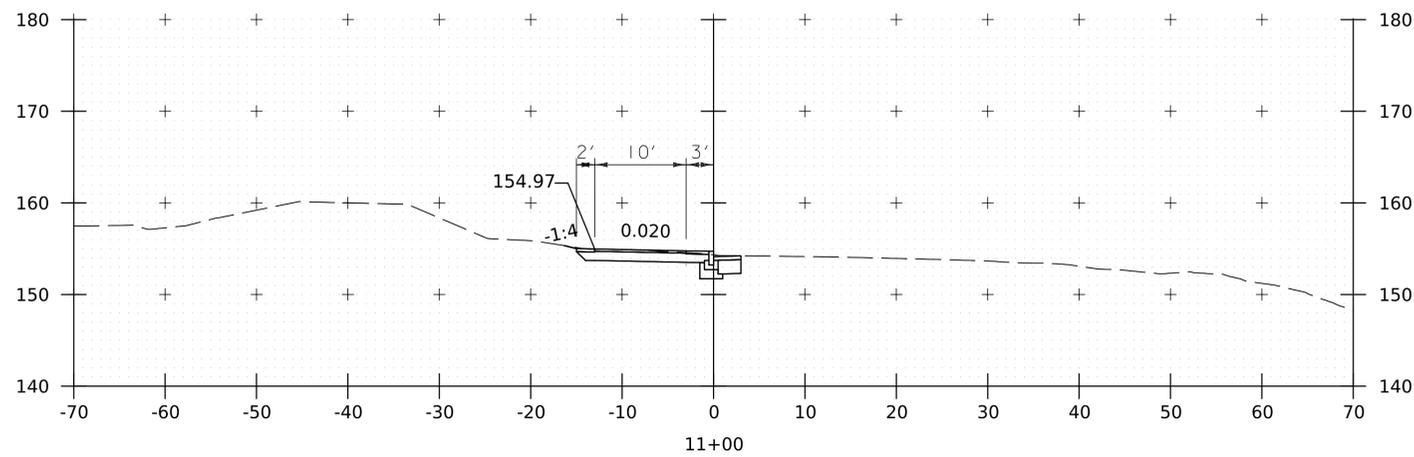
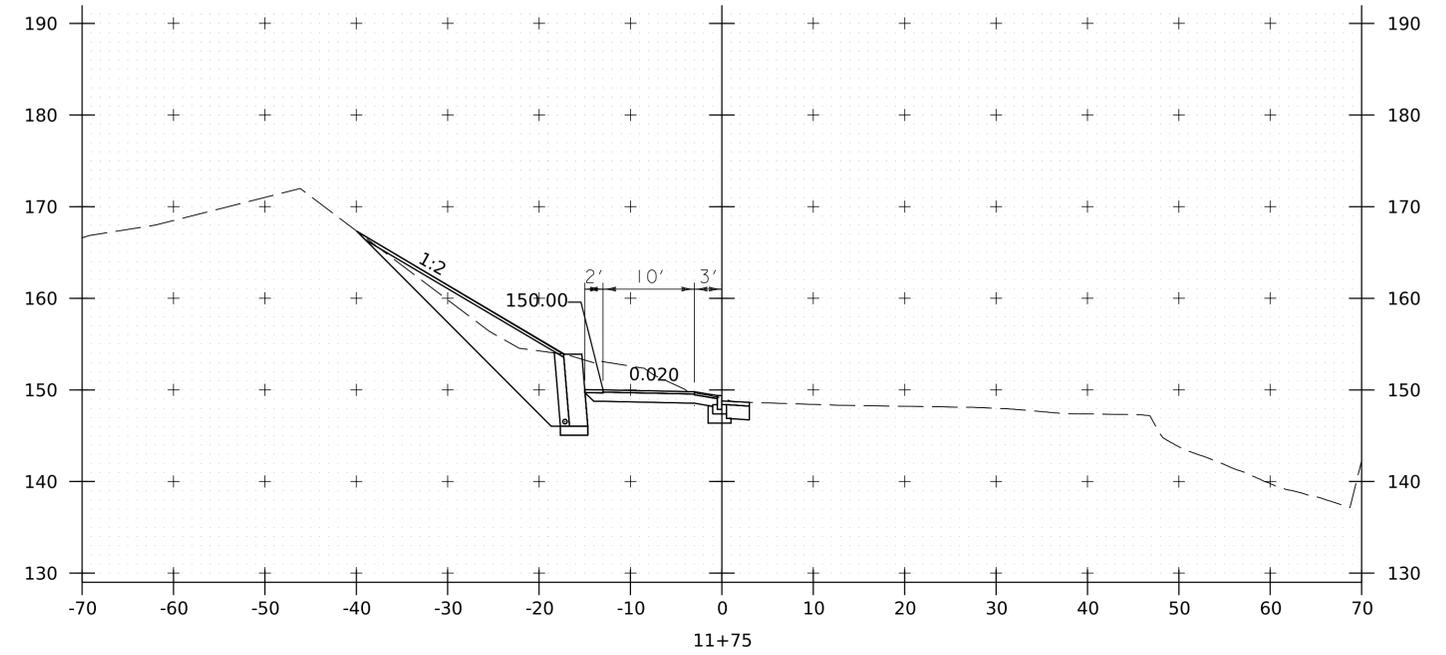
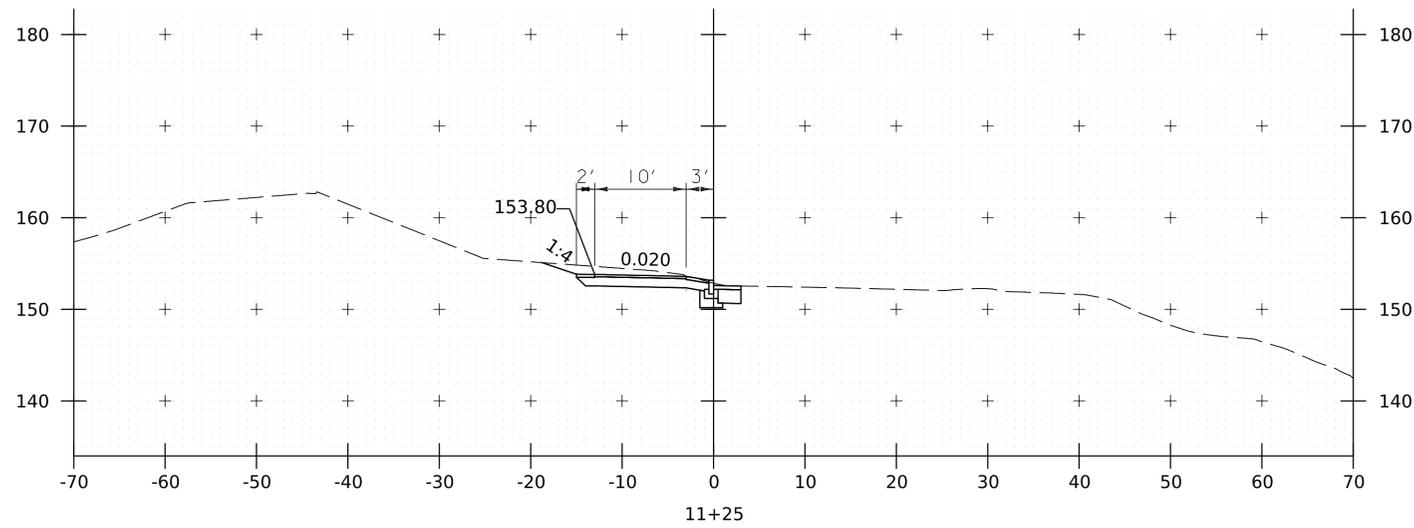
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PROJECT NUMBER: STP BP2(I)(II)	
FILE NAME: z58842_xs.dgn	PLOT DATE: 12-APR-2023
PROJECT LEADER: D.A. GINGRAS	DRAWN BY: R.M. O'BRIEN
DESIGNED BY: R.M. O'BRIEN	CHECKED BY: C.K. FORD
CROSS SECTION SHEET (6 OF 15)	SHEET 23 OF 31



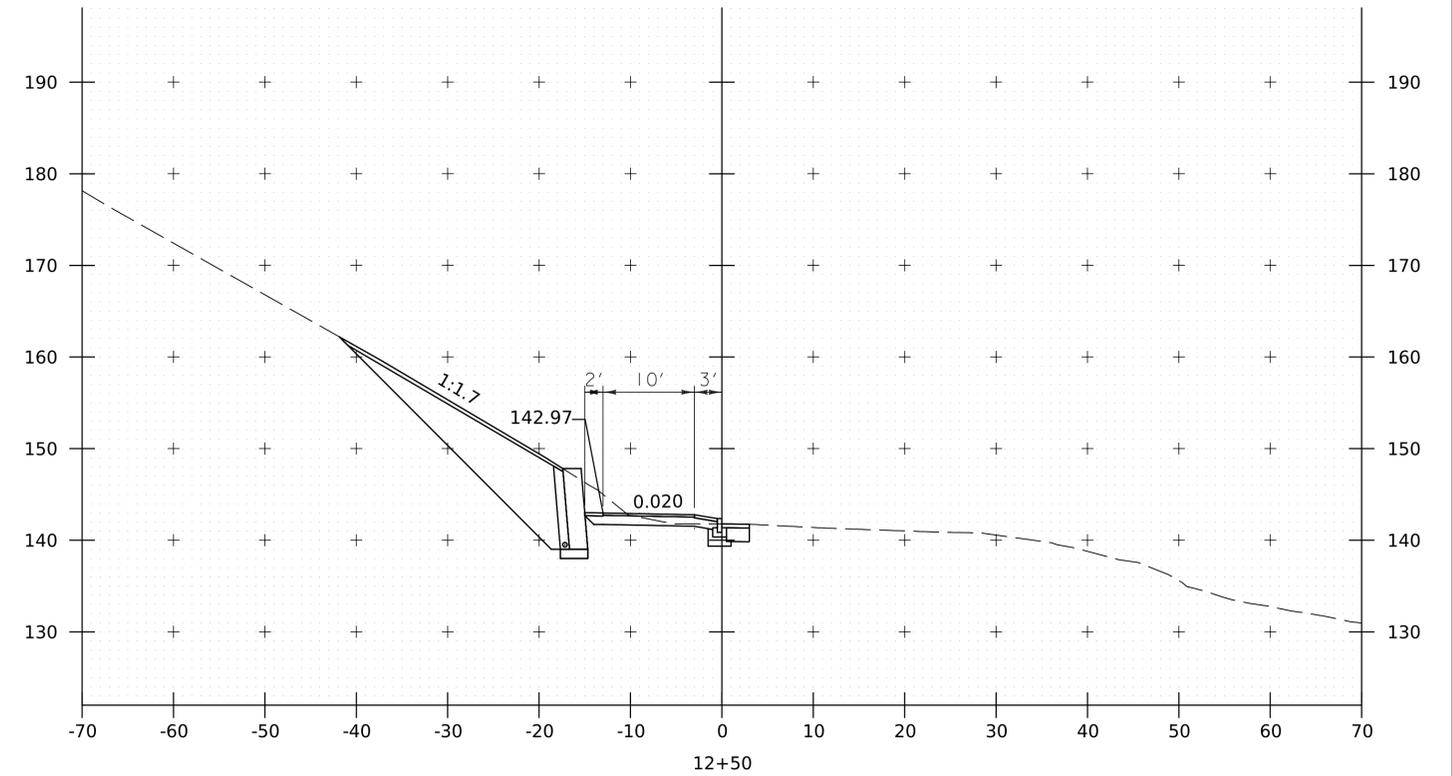
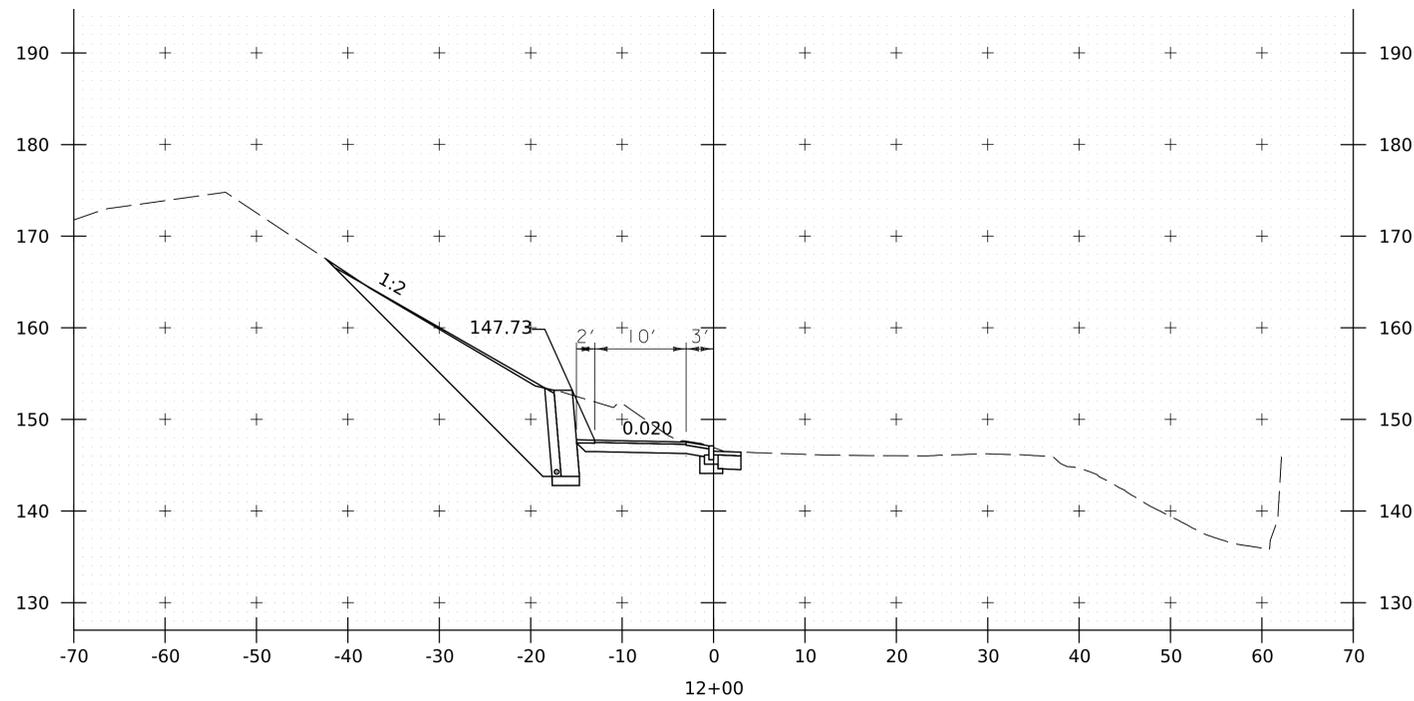
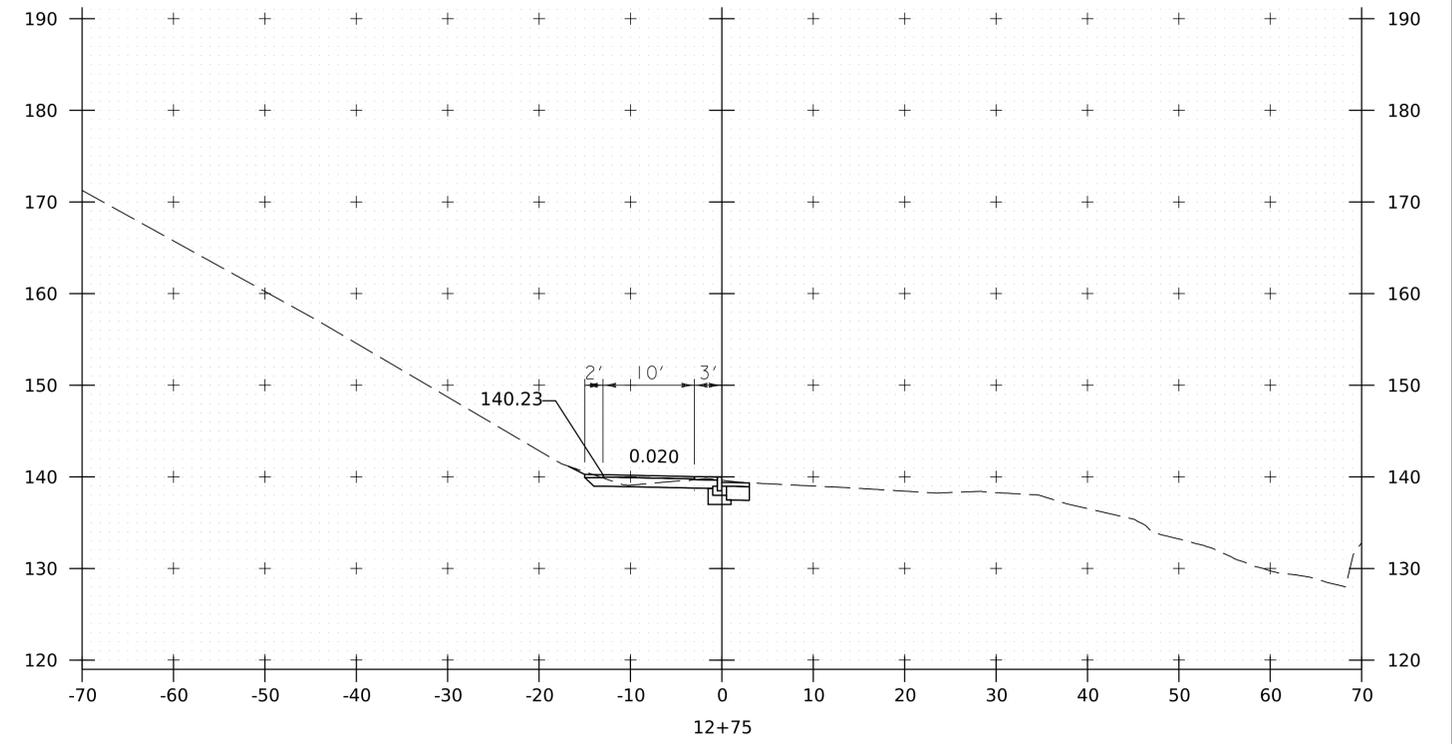
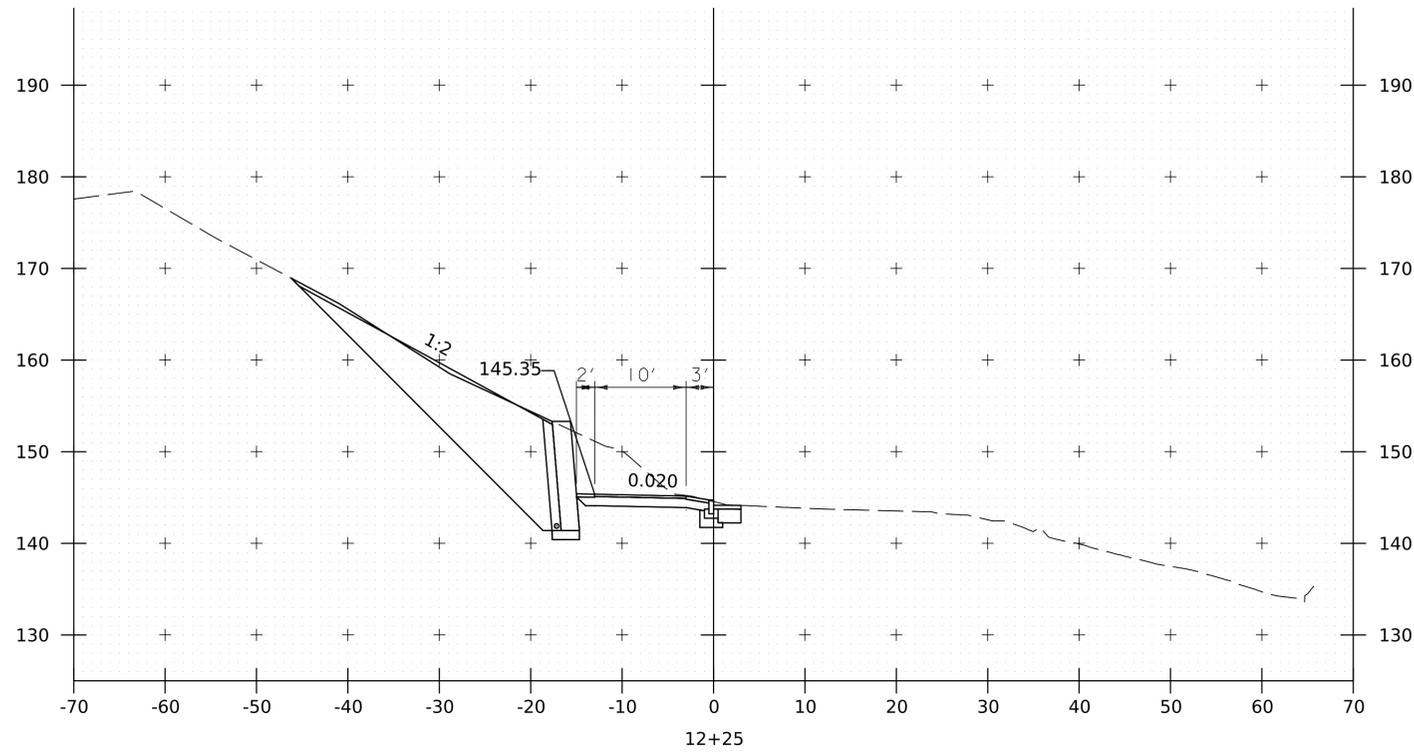
PROJECT NAME: BURLINGTON	
PROJECT NUMBER: STP BP2(I)(II)	
FILE NAME: z58842_xs.dgn	PLOT DATE: 12-APR-2023
PROJECT LEADER: D.A. GINGRAS	DRAWN BY: R.M. O'BRIEN
DESIGNED BY: R.M. O'BRIEN	CHECKED BY: C.K. FORD
CROSS SECTION SHEET (7 OF 15)	SHEET 24 OF 31



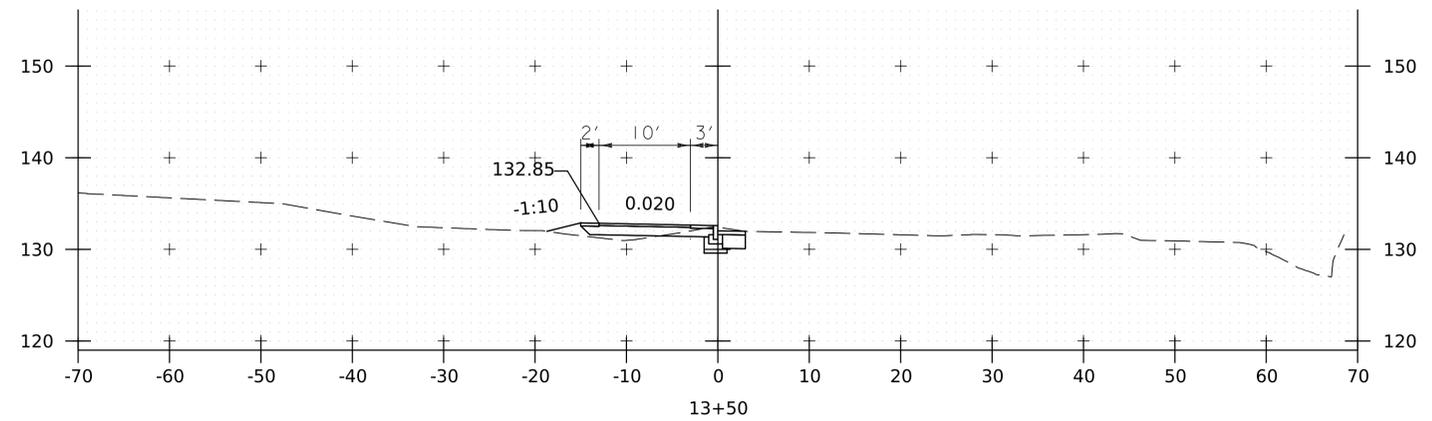
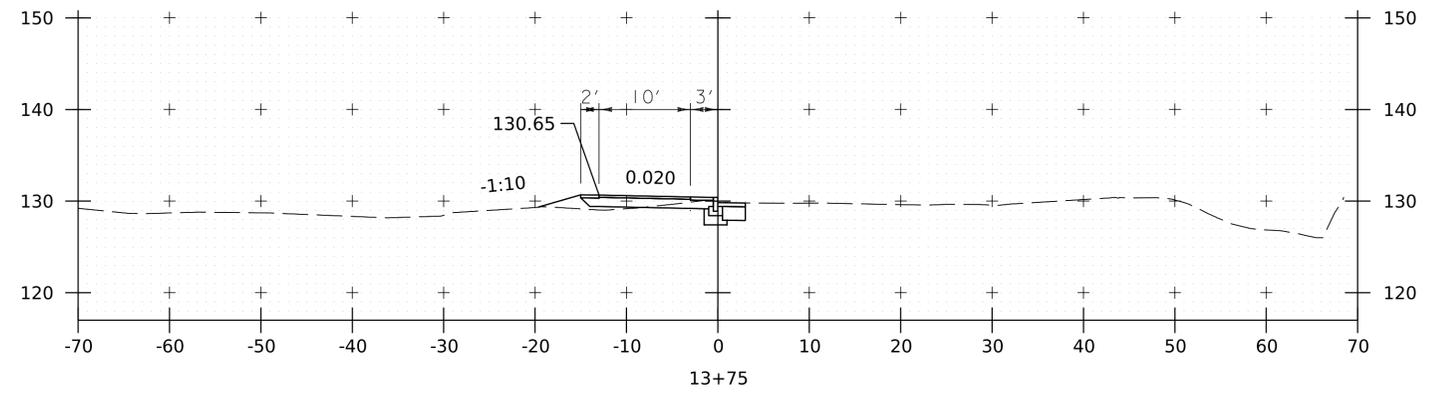
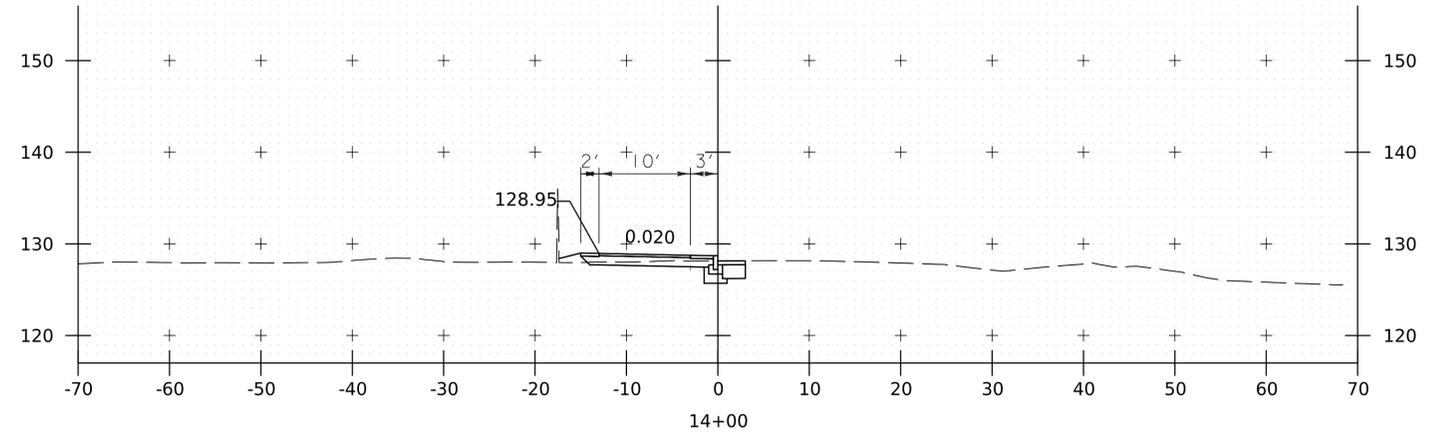
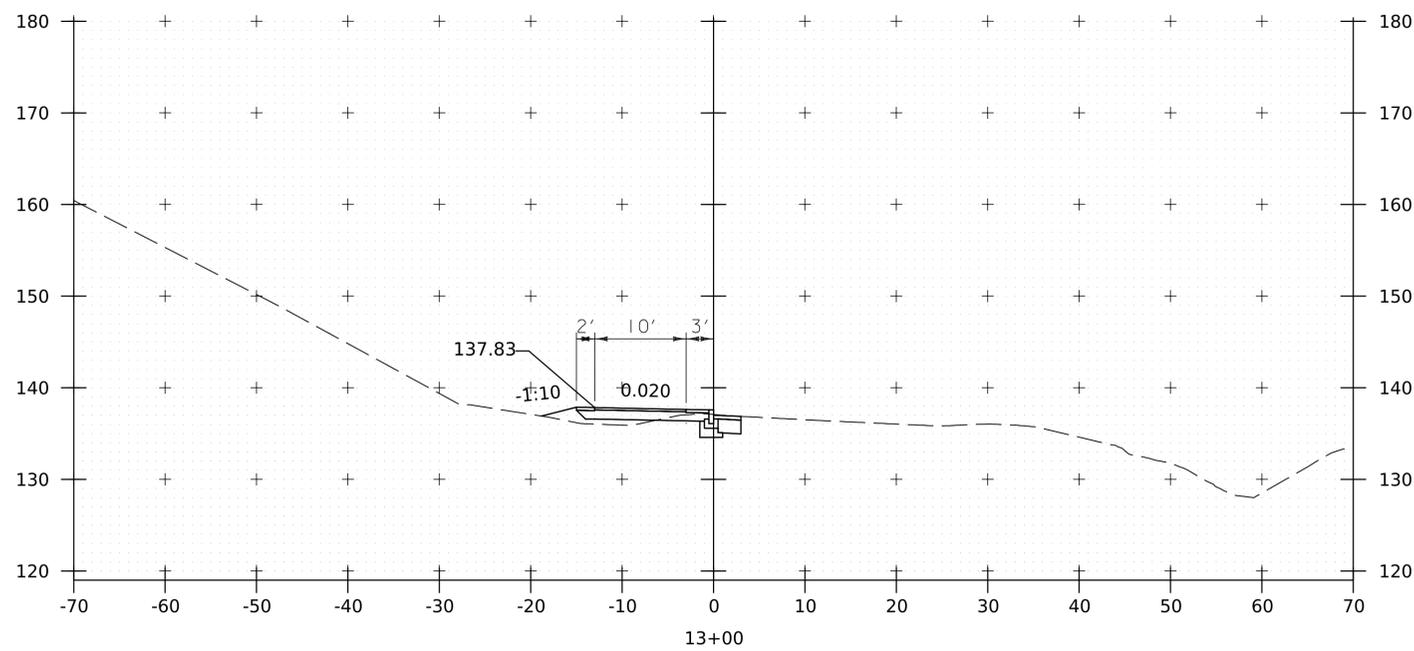
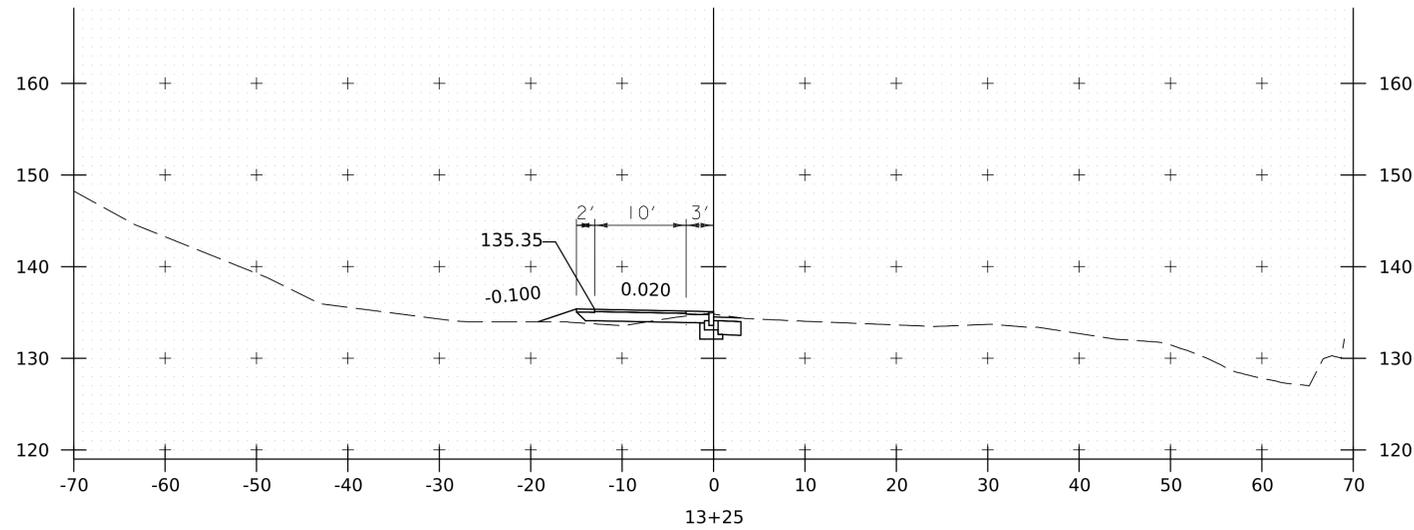
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PROJECT NUMBER: STP BP2(I)(II)	
FILE NAME: z58842_xs.dgn	PLOT DATE: 12-APR-2023
PROJECT LEADER: D.A. GINGRAS	DRAWN BY: R.M. O'BRIEN
DESIGNED BY: R.M. O'BRIEN	CHECKED BY: C.K. FORD
CROSS SECTION SHEET (8 OF 15)	SHEET 25 OF 31



PROJECT NAME: BURLINGTON	
PROJECT NUMBER: STP BP2(I/II)	
FILE NAME: z58842_xs.dgn	PLOT DATE: 12-APR-2023
PROJECT LEADER: D.A. GINGRAS	DRAWN BY: R.M. O'BRIEN
DESIGNED BY: R.M. O'BRIEN	CHECKED BY: C.K. FORD
CROSS SECTION SHEET (9 OF 15)	SHEET 26 OF 31



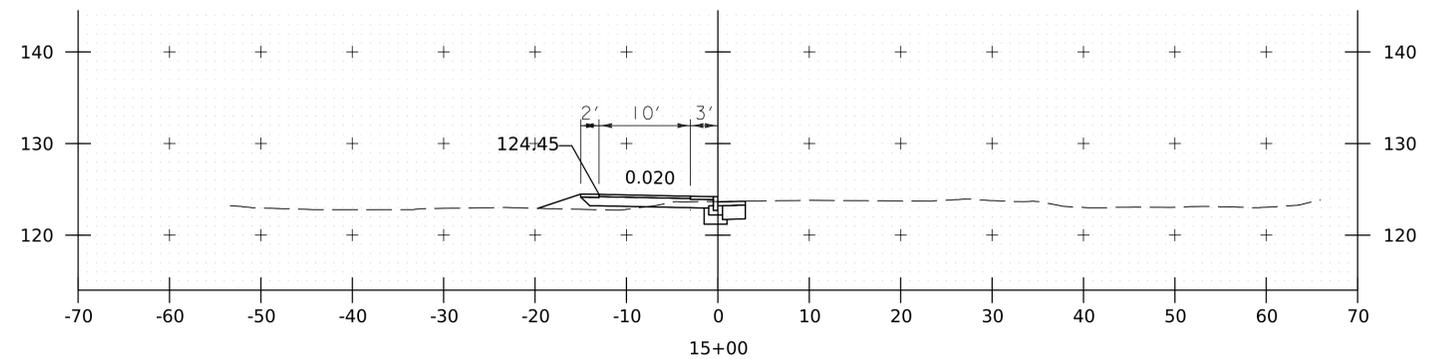
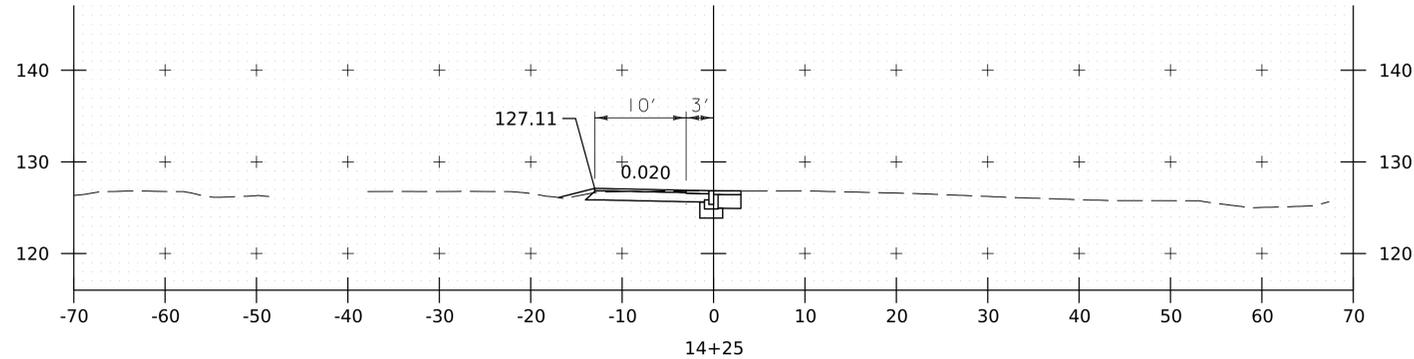
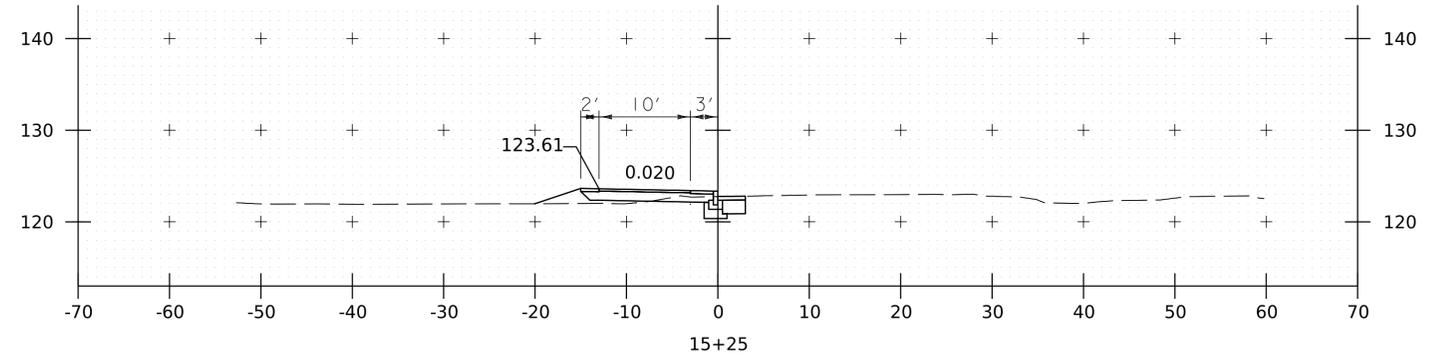
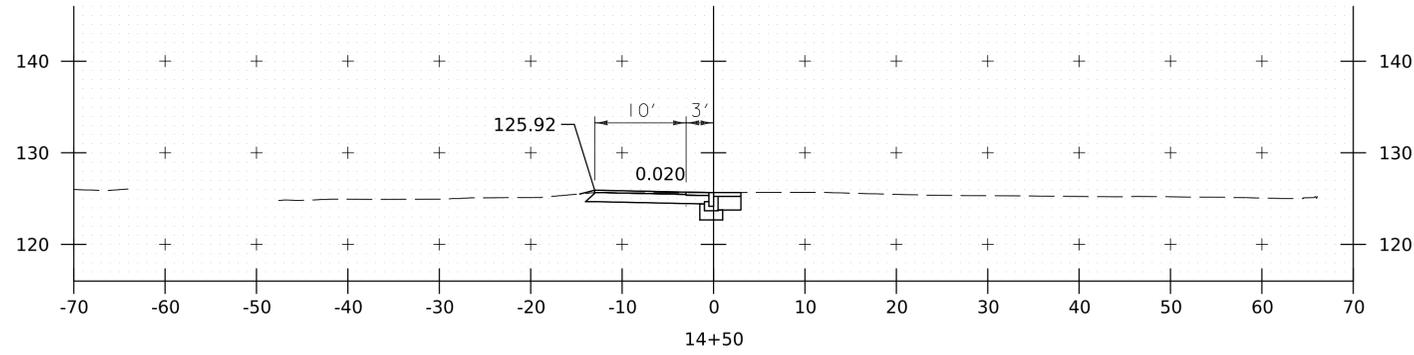
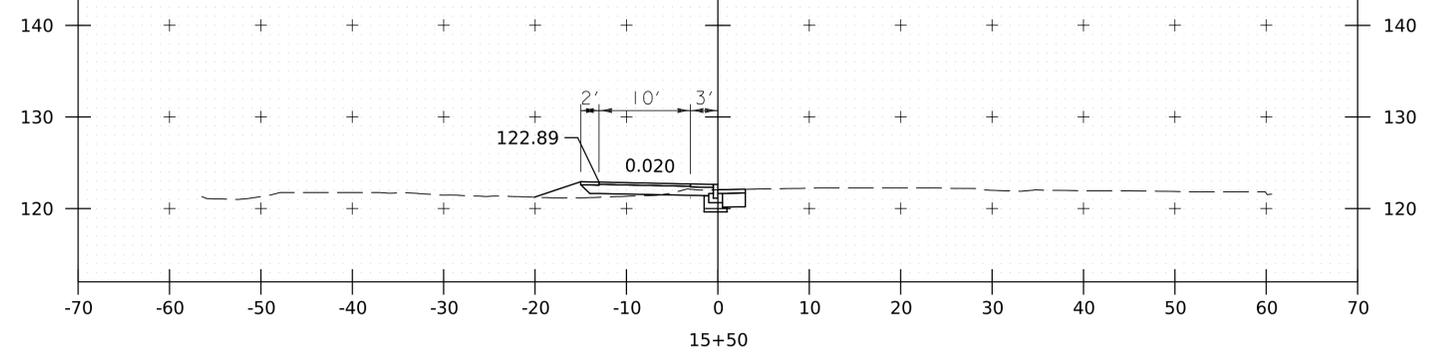
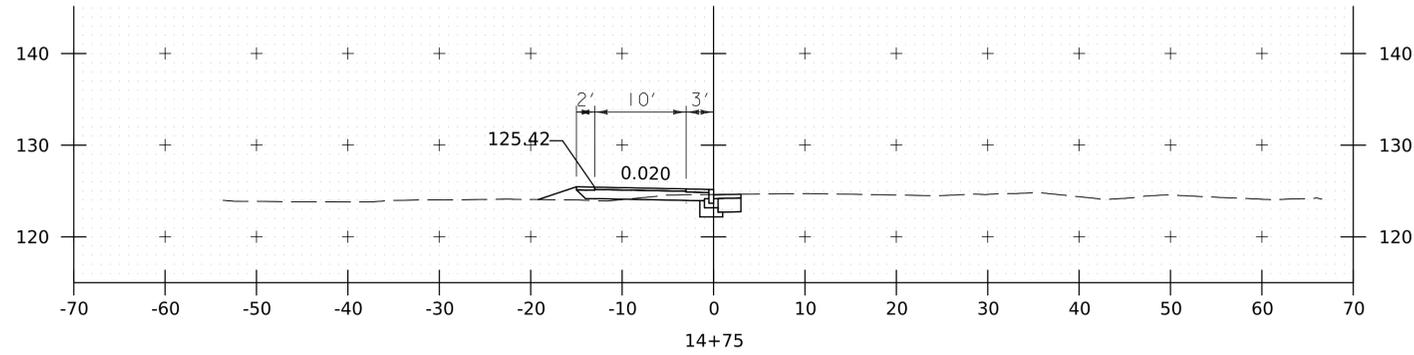
PROJECT NAME: BURLINGTON	
PROJECT NUMBER: STP BP2(I)(II)	
FILE NAME: z58842_xs.dgn	PLOT DATE: 12-APR-2023
PROJECT LEADER: D.A. GINGRAS	DRAWN BY: R.M. O'BRIEN
DESIGNED BY: R.M. O'BRIEN	CHECKED BY: C.K. FORD
CROSS SECTION SHEET (10 OF 15)	SHEET 27 OF 31



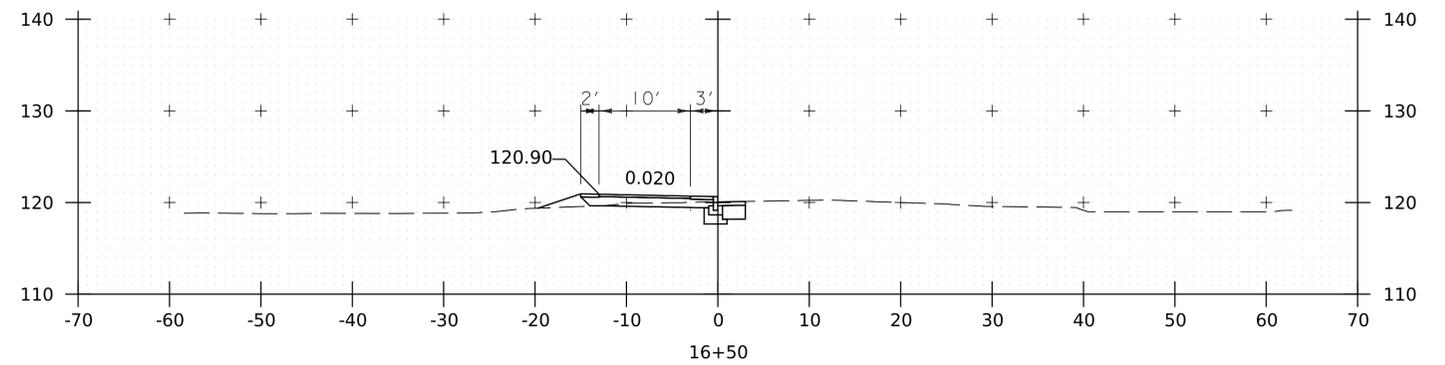
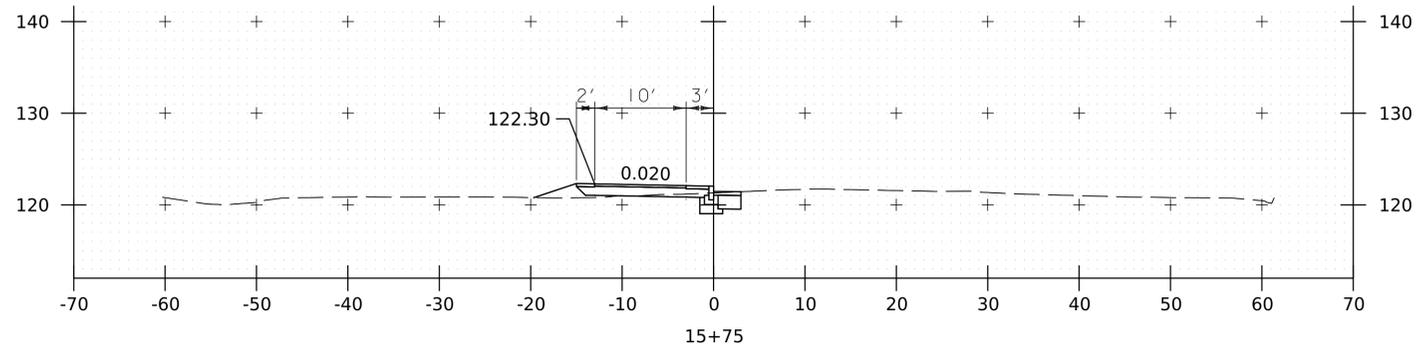
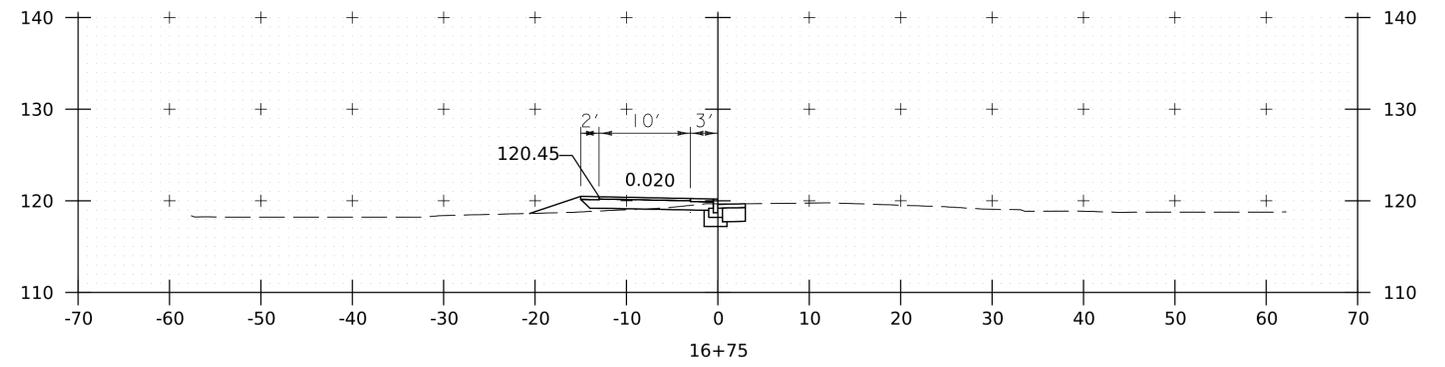
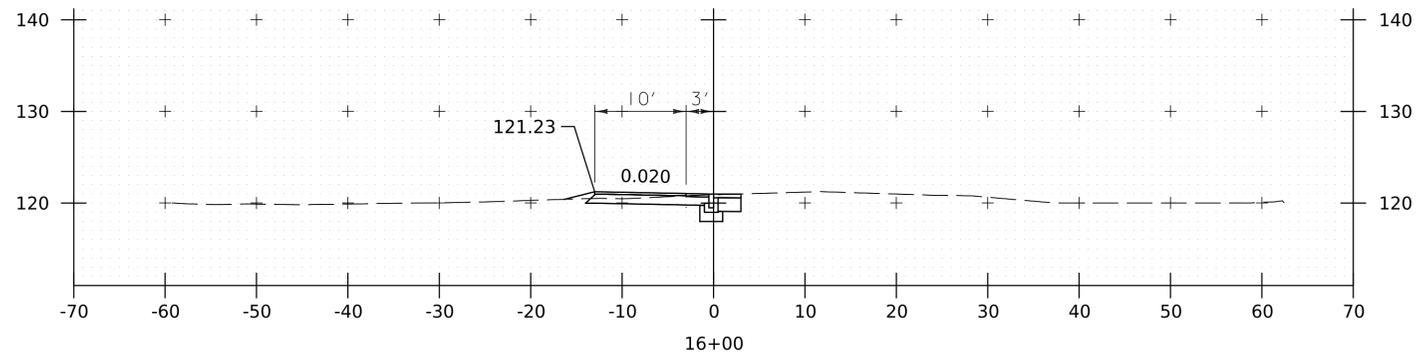
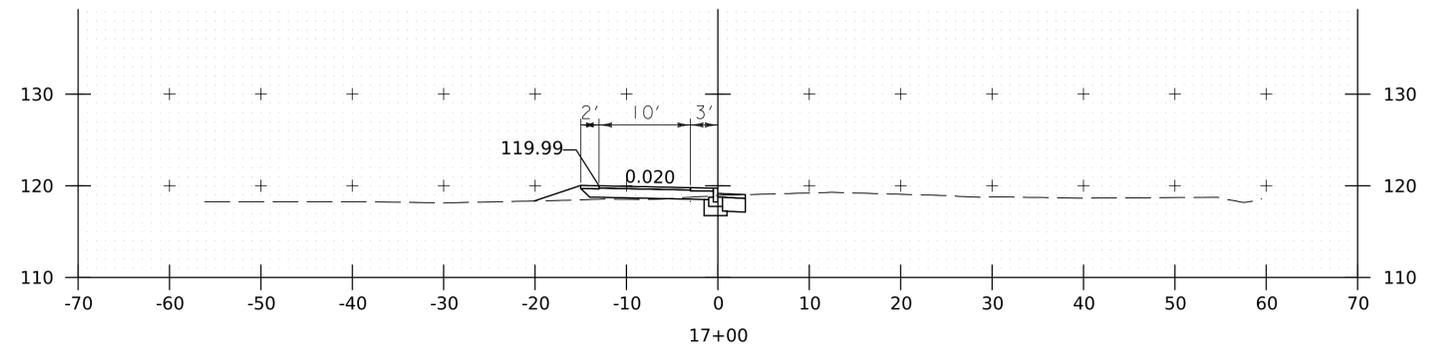
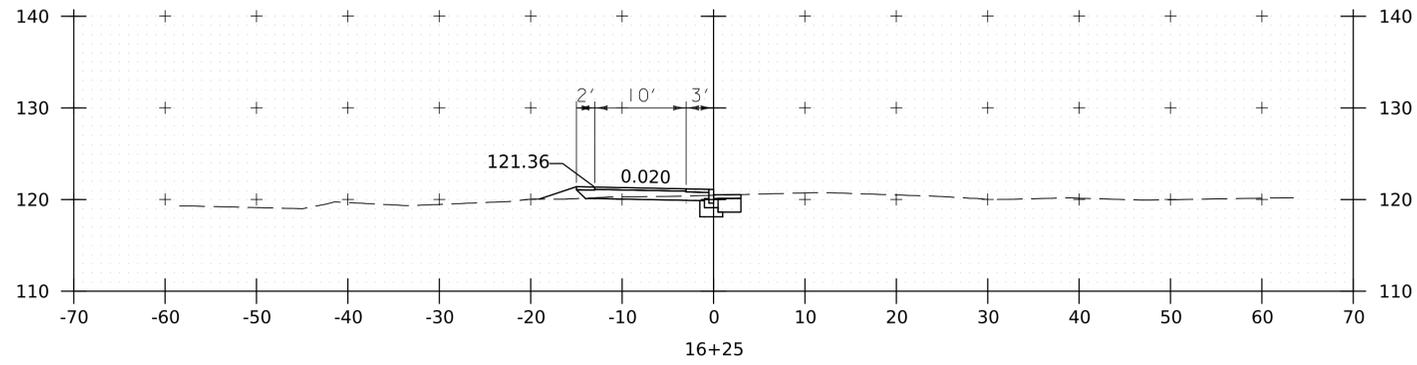
PROJECT NAME: BURLINGTON
 PROJECT NUMBER: STP BP2(I)(II)

FILE NAME: z58842_xs.dgn
 PROJECT LEADER: D.A. GINGRAS
 DESIGNED BY: R.M. O'BRIEN
 CROSS SECTION SHEET (II OF 15)

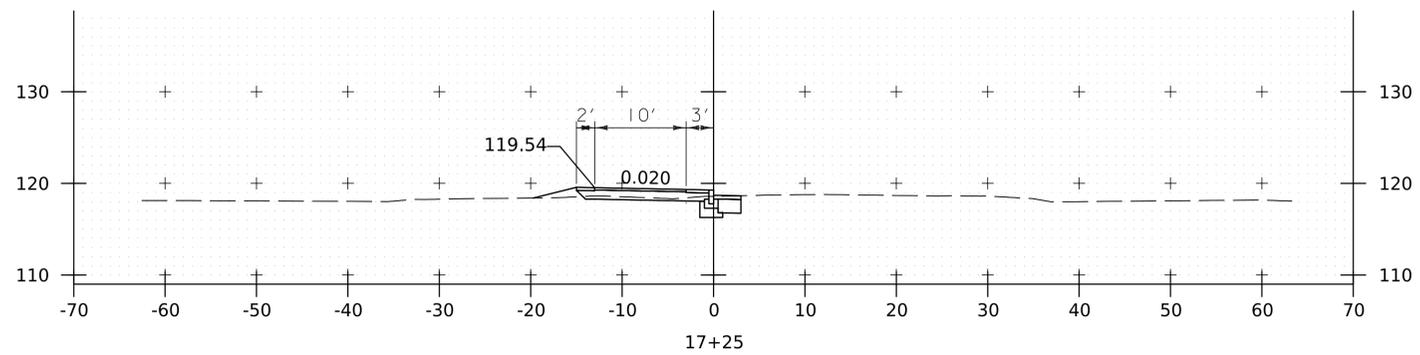
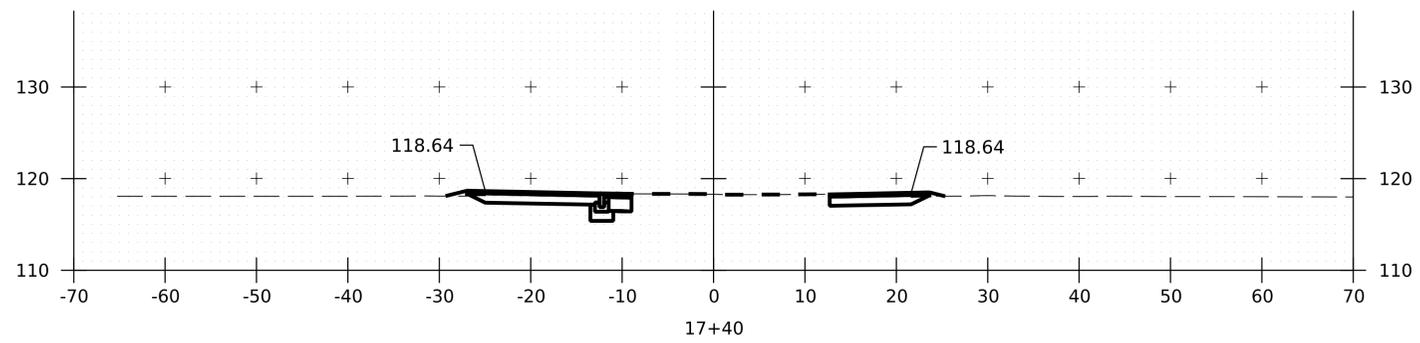
PLOT DATE: 12-APR-2023
 DRAWN BY: R.M. O'BRIEN
 CHECKED BY: C.K. FORD
 SHEET 28 OF 31



PROJECT NAME: BURLINGTON	
PROJECT NUMBER: STP BP2(I/II)	
FILE NAME: z58842_xs.dgn	PLOT DATE: 12-APR-2023
PROJECT LEADER: D.A. GINGRAS	DRAWN BY: R.M. O'BRIEN
DESIGNED BY: R.M. O'BRIEN	CHECKED BY: C.K. FORD
CROSS SECTION SHEET (12 OF 15)	SHEET 29 OF 31



PROJECT NAME: BURLINGTON	
PROJECT NUMBER: STP BP2(III)	
FILE NAME: z58842_xs.dgn	PLOT DATE: 12-APR-2023
PROJECT LEADER: D.A. GINGRAS	DRAWN BY: R.M. O'BRIEN
DESIGNED BY: R.M. O'BRIEN	CHECKED BY: C.K. FORD
CROSS SECTION SHEET (13 OF 15)	SHEET 30 OF 31



PROJECT NAME: BURLINGTON
 PROJECT NUMBER: STP BP2(I)(II)

FILE NAME: \$FIELDS\$	PLOT DATE: 12-APR-2023
PROJECT LEADER: D.A. GINGRAS	DRAWN BY: R.M. O'BRIEN
DESIGNED BY: R.M. O'BRIEN	CHECKED BY: C.K. FORD
CROSS SECTION SHEET (14 OF 15)	SHEET 31 OF 31



INTERVALE ROAD SHARED-USE PATH

CONCEPTUAL CONSTRUCTION ESTIMATE

CALCULATED BY: SLL
CHECKED BY: DAG

VHB PROJECT #: 58842.00

DATE: 4/6/2023

DATE: 4/7/2023

PAGE: 1 OF 1

ITEM #	MAJOR ITEMS DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	COST
201.10	Clearing and Grubbing, Including Individual Trees and Stumps	LS	1	\$20,000.00	\$20,000.00
203.15	Common Excavation	CY	2900	\$45.00	\$130,500.00
204.22	Trench Excavation of Earth, Exploratory (N.A.B.I.)	CY	1	\$75.00	\$75.00
301.26	Subbase of Crushed Gravel, Fine Graded	CY	980	\$46.78	\$45,844.40
404.65	Emulsified Asphalt	CWT	4	\$118.01	\$472.05
406.35	Superpave Bituminous Concrete Pavement	TON	450	\$125.15	\$56,315.25
406.38	Hand-Placed Bituminous Concrete Pavement, Drives	SY	110	\$41.66	\$4,582.27
616.21	Vertical Granite Curb	LF	1610	\$57.21	\$92,109.71
616.28	Cast-In-Place Concrete Curb, Type B	LF	40	\$63.31	\$2,532.56
616.41	Removal of Existing Curb	LF	50	\$13.25	\$662.50
617.10	Remove and Reset Mailbox, Single Support	EACH	3	\$210.30	\$630.90
618.30	Detectable Warning Surface	SF	32	\$50.65	\$1,620.86
620.50	Removing and Resetting Fence	LF	440	\$21.69	\$9,541.40
629.20	Adjust Elevation of Valve Box	EACH	5	\$198.48	\$992.41
629.29	Relocate Hydrant	EACH	2	\$3,156.60	\$6,313.21
630.10	Uniformed Traffic Officers	HR	100	\$75.62	\$7,562.10
630.15	Flaggers	HR	1200	\$37.56	\$45,076.80
635.11	Mobilization / Demobilization	LS	1	\$0.00	\$75,358.55
641.10	Traffic Control	LS	1	\$20,000.00	\$20,000.00
646.404	Durable 4 Inch White Line, Polyurea	LF	3900	\$2.21	\$8,622.90
646.414	Durable 4 Inch Yellow Line, Polyurea	LF	3360	\$2.22	\$7,452.48
646.464	Durable 12 Inch White Line, Polyurea	LF	20	\$13.10	\$262.00
646.484	Durable 24 Inch Stop Bar, Polyurea	LF	20	\$14.94	\$298.72
646.494	Durable Letter or Symbol, Polyurea	EACH	10	\$141.10	\$1,410.97
646.504	Durable Crosswalk Marking, Polyurea	LF	30	\$29.47	\$884.16
651.15	Seed	LB	60	\$13.22	\$793.26
651.18	Fertilizer	LB	220	\$4.86	\$1,069.20
651.20	Agricultural Limestone	TON	1	\$744.25	\$744.25
651.35	Topsoil	CY	230	\$51.27	\$11,792.10
653.01	EPSC Plan	LS	1	\$5,000.00	\$5,000.00
653.02	Monitoring EPSC Plan	HR	30	\$35.63	\$1,068.99
653.10	Hay Mulch	TON	1	\$1,039.48	\$1,039.48
653.20	Rolled Erosion Control Product, Type I	SY	1150	\$2.83	\$3,253.35
653.41	Inlet Protection Device, Type II	EACH	8	\$199.40	\$1,595.21
675.20	Traffic Sign, Type A	SF	20	\$30.78	\$615.60
675.50	Square Tube Sign Post and Anchor	LF	110	\$19.03	\$2,092.86
675.50	Removing Signs	EACH	7	\$23.98	\$167.83
675.60	Resetting Signs	EACH	7	\$46.04	\$322.28
678.23	Wired Conduit	LF	400	\$27.00	\$10,800.00
679.24	Remove Street Light Assembly	EACH	3	\$1,533.24	\$4,599.73
679.46	Street Light Assembly	EACH	6	\$8,466.13	\$50,796.77
679.50	Luminaire	EACH	8	\$1,200.00	\$9,600.00
900.620	Special Provision (Remove and Reset Pedestrian Signal)	EACH	1	\$4,000.00	\$4,000.00
900.640	Special Provision (Shared-Use Path Crossing Pavement Markings)	LF	412	\$6.00	\$2,472.00
900.640	Special Provision (Granite Curb Retaining Wall)	LF	100	\$120.00	\$12,000.00
900.670	Special Provision (Precast Concrete Retaining Wall)	SF	1240	\$150.00	\$186,000.00
				SUBTOTAL:	\$753,585.54
				CONCEPTUAL STORMWATER WORK ESTIMATE:	\$400,000.00
				INCIDENTAL ITEMS (10%):	\$75,358.55
				TOTAL:	\$1,324,302.64

629.54?

seems a little low with the number of drive along the project limits

641.11?

unit price?

item for 4' fence?

descriptions should match plans