

REQUEST FOR PROJECT REVIEW

PROJECT INFORMATION

Proj. Name and Number:

EA No.: PPMS:

Project Manager:

Program: Phase:

District: If Multiple Districts Specify

Traffic Signal: Precast Elements:

DOCUMENTS FOR REVIEW AND FILES LOCATION

PLANS FILE LOCATION :

ESTIMATE FILE LOCATION :

TMP FILE LOCATION :

FILE LOCATION :

FILE LOCATION :

TIME LINES

SUBMITTED: DEADLINE: 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
<div>REVIEWED <small>By: Jim Costa (jim.Costa@vermont.gov) at 3:28 pm, Jul 23, 2024</small></div> Alysha Kane				Include on all PoDI and WCRS Projects	
	<input type="checkbox"/> PDB Structural Section		<input type="checkbox"/> AMP Budget and Programming		
		<input checked="" type="checkbox"/> PDB Hydraulics Section	Include on all reviews that include bridges within the Project Limits	<input checked="" type="checkbox"/> Rail Bureau	<input type="checkbox"/> Regional Planners
Operations and Safety Bureau				<input type="checkbox"/> VRS <input type="checkbox"/> Aviation	
<div>REVIEWED in all projects <small>By: Joseph Kelly (joseph.kelly@vermont.gov) at 7:48 am, Jul 17, 2024</small></div>	<input type="checkbox"/> PDB Survey Section		<input type="checkbox"/> AMP NBIS Inspections and Budget		
<div>REVIEWED <small>By: Josh Taylor (joshua.a.taylor@vermont.gov) at 10:46 pm, Aug 15, 2024</small></div>		<input type="checkbox"/> CMB Construction Section	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		<input type="checkbox"/> AMP Rumble Stripes		Others:
		<div>Reviewed <small>Reviewed by: Alysha Kane, Ande Deforge, Peter Pochop, Jon Lemieux</small></div>		<input type="checkbox"/> Policy and Planning Bureau	
<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	See Notes at the bottom of this sheet.		Alysha Kane Sasa Dejan Ande Deforge Peter Pochop Jon Lemieux <div>REVIEWED <small>By: Jon Lemieux (jon.lemieux@vermont.gov) at 7:04 am, Jul 26, 2024</small></div>

Review Focus Notes:

Please charge your review time to BP21011-101.

REVIEWED
By: Peter Pochop (peter.pochop@vermont.gov) at 11:18 am, Jul 17, 2024

REVIEWED
By: Ande Deforge (ande.deforge@vermont.gov) at 3:16 pm, Jul 26, 2024

Print Form

Clear Form

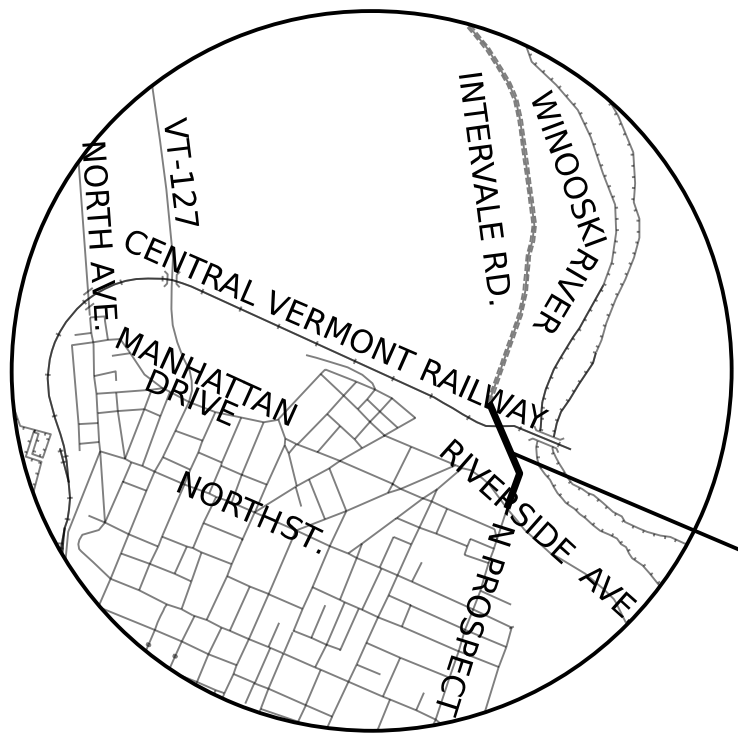
Submit by Email

Online Shared Review

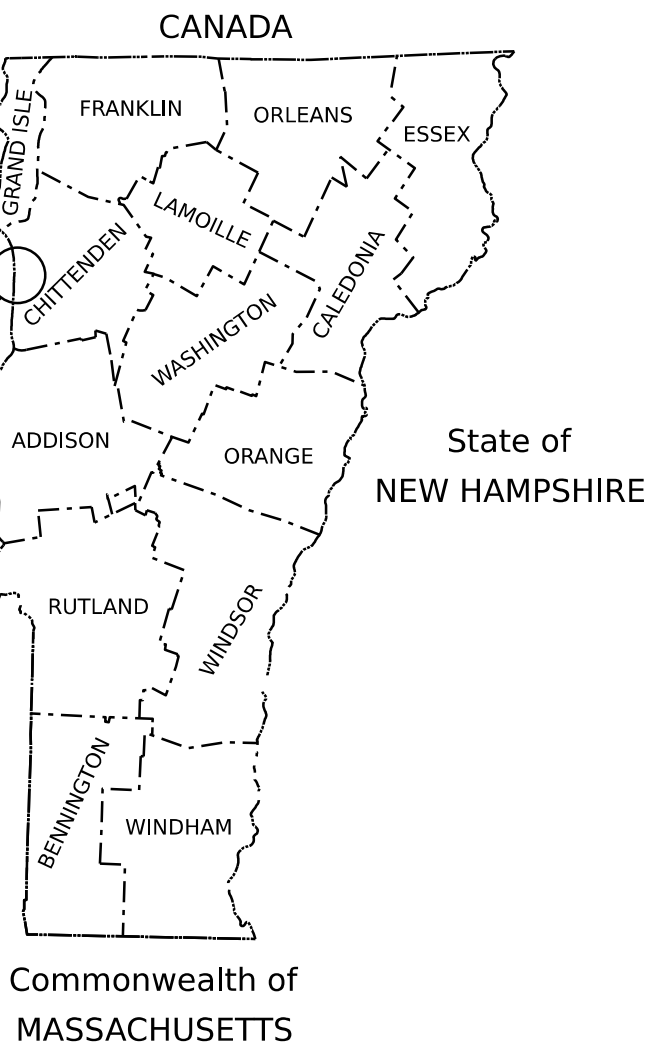
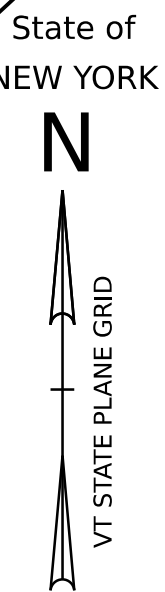
CITY OF BURLINGTON
COUNTY OF CHITTENDEN



PROPOSED IMPROVEMENT
INTERVALE ROAD PATH
STP BP21(11)



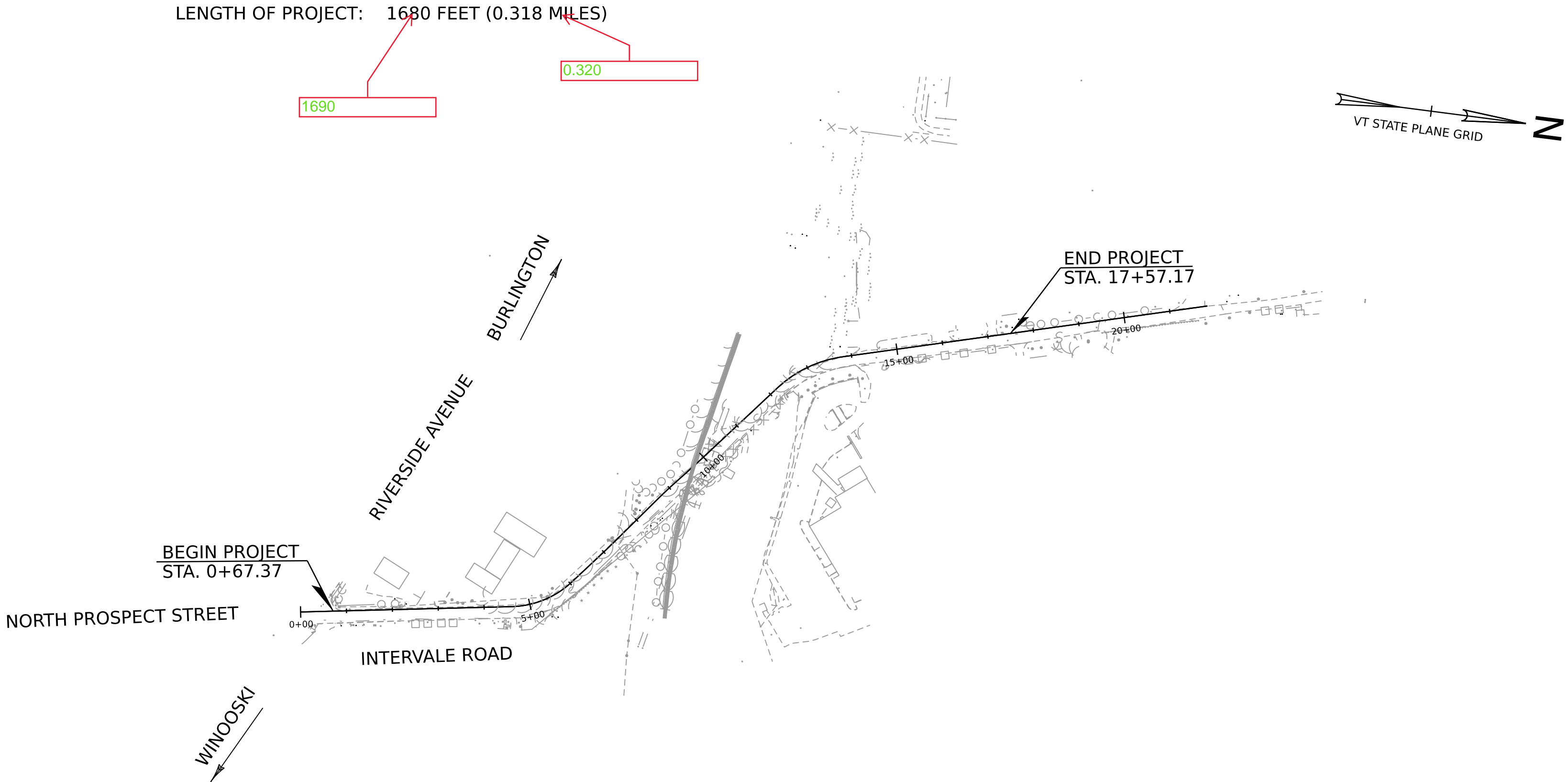
BURLINGTON
STP BP21(11)



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 CURB, PAVEMENT MARKINGS, LIGHTING, SIGNS, RETAINING WALLS, DRAINAGE INFRASTRUCTURE, LANDSCAPING, 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 2024, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JUNE 27, 2023 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)

SCALE 1" = 100'-0"
100 0 100

PRELIMINARY PLANS
JUNE 2024

PROJECT MANAGER : D.A. GINGRAS
PROJECT NAME : BURLINGTON PROJECT NUMBER : STP BP21(11)
SHEET 1 OF 67 SHEETS

INDEX OF SHEETS

1	TITLE SHEET
2	INDEX OF SHEETS
3	CONVENTIONAL SYMBOLOGY LEGEND SHEET
4	GENERAL NOTES SHEET
5	TYPICAL SECTION SHEET
6-8	DETAIL SHEETS
9-10	QUANTITY SUMMARY SHEETS
11	ITEM DETAIL SHEET
12-13	DRAINAGE DETAIL SHEET
14	TIE SHEET
15-18	ALIGNMENT SHEETS
19-22	LAYOUT PLAN SHEETS
23	RIVERSIDE AVE GRADING SHEET
24	RAILROAD CROSSING PROFILE SHEET
25-28	RETAINING WALL PROFILE SHEETS
29-33	DRAINAGE & UTILITIES PLAN SHEETS
34-36	DRAINAGE PROFILE SHEETS
37-40	SIGN & PAVEMENT MARKING PLAN SHEETS
41-42	TRAFFIC SIGN SUMMARY SHEETS
43-44	EPSC NARRATIVE SHEETS
45	EPSC DETAIL SHEET
46-49	EPSC EXISTING PLAN SHEETS
50-53	EPSC CONSTRUCTION PLAN SHEETS
54-57	EPSC FINAL PLAN SHEETS
58-59	TRAFFIC CONTROL SHEETS
60-67	CROSS SECTION SHEETS

VTRANS STANDARDS

A-78	SHARED USE PATH TYPICAL	04-07-2020
B-71A	STANDARD FOR RESIDENTIAL DRIVES	04-07-2020
B-71B	STANDARD FOR COMMERCIAL DRIVES	04-07-2020
C-2A	PORTLAND CEMENT CONCRETE SIDEWALK DRIVE ENTRANCES WITH SIDEWALK ADJACENT TO CURB	10-14-2005
C-2B	PORTLAND CEMENT CONCRETE SIDEWALK DRIVE ENTRANCES WITH SIDEWALK AND GREEN STRIP	10-14-2005
C-3A	SIDEWALK RAMPS	02-17-2022
C-3B	SIDEWALK RAMPS AND MEDIAN ISLANDS	02-17-2022
C-10	CURBING	02-17-2022
D-15	PRECAST REINF CONC. MH-GRATES, CAST IRON GRATE WITH FRAME , TYPE D & E	01-03-2000
E-10	ROLLED EROSION CONTROL PRODUCT, TYPE I	04-07-2020
E-13	INLET PROTECTION DEVICE, TYPE I	04-07-2020
E-14	INLET PROTECTION DEVICE, TYPE III	04-07-2020
E-15	SILT FENCE	04-07-2020
E-121	STANDARD SIGN PLACEMENT - CONVENTIONAL ROAD	08-08-1995
E-131B	BICYCLE GUIDE SIGN DETAILS	05-30-2003
E-193	PAVEMENT MARKING DETAILS	08-18-1995
J-3	MAIL BOX SUPPORT DETAILS	08-07-1995
T-1	TRAFFIC CONTROL GENERAL NOTES	04-25-2016
T-2	TRAFFIC SIGN GENERAL NOTES	04-07-2020
T-10	CONVENTIONAL ROADS CONSTRUCTION APPROACH SIGNING	08-06-2012
T-28	CONSTRUCTION SIGN DETAILS	08-06-2012
T-30	CONSTRUCTION SIGN DETAILS	02-17-2022
T-45	SQUARE TUBE SIGN POST AND ANCHOR	01-02-2013
T-56	STANDARD SIGN PLACEMENT	10-26-2015
T-133	LIGHT POLE FOUNDATION DETAILS	02-17-2022
T-134	LIGHT POLE & TRANSFORMER BASE DETAILS	03-10-2017
T-141	BICYCLE PAVEMENT MARKINGS AND SIGN LAYOUT	02-17-2022

PROJECT NAME:	BURLINGTON
PROJECT NUMBER:	STP BP21(11)
FILE NAME: z58842_index.dgn	PLOT DATE: 6/28/2024
PROJECT LEADER: D.A. GINGRAS	DRAWN BY: R.M. O'BRIEN
DESIGNED BY: R.M. O'BRIEN	CHECKED BY: C.K. FORD
INDEX SHEET	SHEET 2 OF 67



GENERAL INFORMATION

SYMBOLOLOGY LEGEND NOTE

THE SYMBOLOLOGY ON THIS SHEET IS INTENDED TO COVER STANDARD CONVENTIONAL SYMBOLOLOGY. THE SYMBOLOLOGY 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. SYMBOLOLOGY ON PLANS MAY VARY, PLAN ANNOTATIONS AND NOTES SHOULD BE USED TO CLARIFY AS NEEDED.

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

POINT	CODE	DESCRIPTION
	BF	BARRIER FENCE
	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
	PDF	PROJECT DEMARCATION FENCE
	R&RES	REMOVE & RESET
	R&REP	REMOVE & REPLACE
	R.T. & I.	RIGHT, TITLE, AND INTEREST
	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 RADIUS OF
T	CURVE TANGENT LENGTH
L	CURVE LENGTH OF
E	CURVE EXTERNAL DISTANCE
CB	CHORD BEARING

UTILITY SYMBOLOLOGY

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+TELEPHONE
— 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+TELEPHONE
— .. —	UTILITY POLE GUY WIRE

PROJECT CONSTRUCTION SYMBOLOLOGY

PROJECT DESIGN & LAYOUT SYMBOLOLOGY

— CZ —	CLEAR ZONE
— — —	PLAN LAYOUT MATCHLINE

PROJECT CONSTRUCTION FEATURES

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

CONVENTIONAL BOUNDARY SYMBOLOLOGY

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 —	
△ SR ○ SR △ SR ○	SLOPE RIGHTS
6f — 6f —	6F PROPERTY BOUNDARY
4f — 4f —	4F PROPERTY BOUNDARY
HAZ — HAZ —	HAZARDOUS WASTE

EPSC LAYOUT PLAN SYMBOLOLOGY

EPSC MEASURES

ONNOONNOONNO	FILTER CURTAIN
— — — — —	SILT FENCE
— x — x — x — x — x —	SILT FENCE WOVEN WIRE
▶ —▶ —▶ —	CHECK DAM
▣	DISTURBED AREAS REQUIRING RE-VEGETATION
▣	EROSION MATTING

SEE EPSC DETAIL SHEETS FOR ADDITIONAL SYMBOLOLOGY

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
(H)	HISTORIC STRUCTURE

CONVENTIONAL TOPOGRAPHIC SYMBOLOLOGY

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 BP21(11)
FILE NAME:	z58842_legend.dgn
PROJECT LEADER:	D.A. GINGRAS
DESIGNED BY:	R.M. O'BRIEN
CONVENTIONAL SYMBOLOLOGY LEGEND SHEET	
PLOT DATE:	6/28/2024
DRAWN BY:	R.M. O'BRIEN
CHECKED BY:	C.K. FORD
SHEET	3 OF 67





GENERAL NOTES

- 1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2024, AND ITS LATEST REVISIONS, AND SUCH SPECIFICATIONS 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 406.0110 "BITUMINOUS CONCRETE PAVEMENT, TYPE IS, QA TIER I" 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 641.1100 - TRAFFIC CONTROL, ALL-INCLUSIVE IN THE VERMONT AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION BOOK, DATED 2024, 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 PROJECT ALIGNMENT IS LOCATED ALONG THE PROPOSED EDGE OF PAVEMENT / FACE OF CURB. 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. AT NO TIME WILL CONSTRUCTION INTERFERE WITH THE NORMAL AND SAFE OPERATION OF THE RAILROAD. NO CONSTRUCTION, MANPOWER, OR EQUIPMENT WILL ENTER OR OPERATE ON THE RIGHT-OF-WAY WITHIN A SAFETY CLEARANCE OF 25 FEET FROM THE CENTERLINE OF THE NEAREST TRACK. A RAILROAD FLAGGER MUST BE PRESENT DURING ANY WORK ON THE RAILROAD RIGHT-OF-WAY.
- 10. ALL WORK SHOWN WITHIN THE LIMITS OF THE RAILROAD RIGHT-OF-WAY SHALL BE DONE BY OTHERS.
- 11. TREES CALLED OUT FOR PROTECTION SHALL FOLLOW TREATMENT PRACTICES DESCRIBED IN SECTION 656 IN THE 2024 SPECIFICATIONS. TREE PROTECTION SHALL BE PAID FOR UNDER ITEM 656.8500 "TREE PROTECTION".
- 12. ORNAMENTAL FENCE, 4 FOOT SHALL BE PAID UNDER ITEM 620.8200 SQUARE STEEL FENCE.
- 13. REMOVING AND RESETTING THE EXISTING PEDESTRIAN SIGNAL ASSEMBLY AT STATION 0+77 LT SHALL BE PAID UNDER ITEM 678.2020 PEDESTRIAN SIGN ASSEMBLY.

UTILITY NOTES

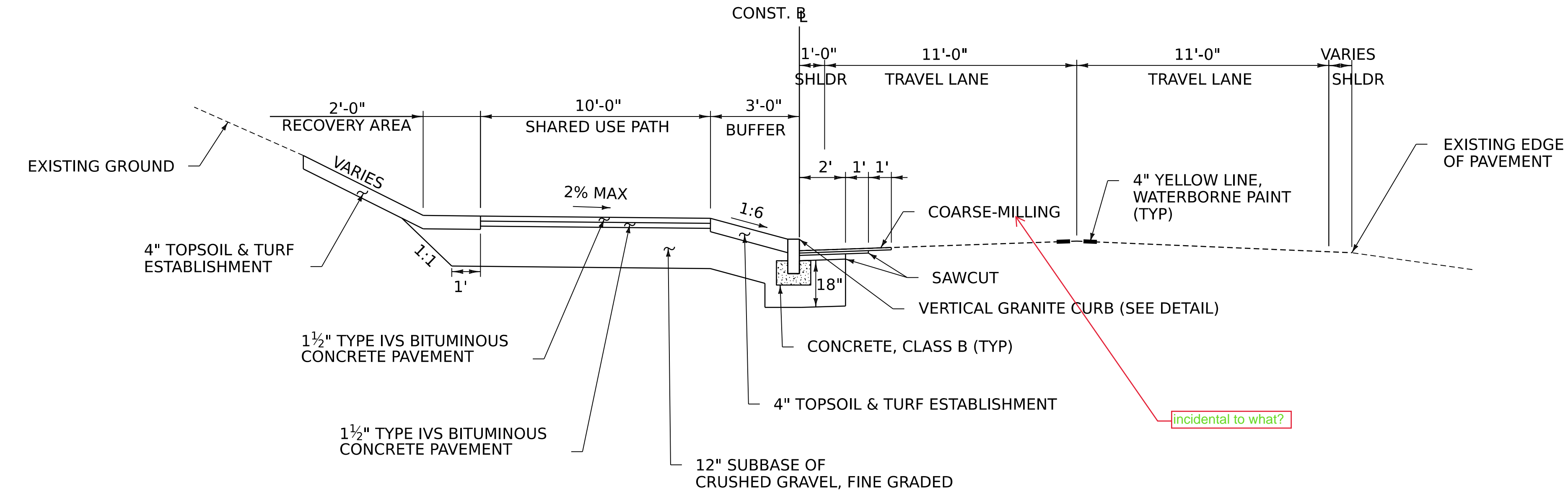
- 1. THE LOCATIONS, SIZES, AND TYPES OF EXISTING UTILITIES ARE SHOWN AS AN APPROXIMATE REPRESENTATION ONLY. THE OWNER OR DESIGN ENGINEER HAVE NOT INDEPENDENTLY VERIFIED ALL OF THIS INFORMATION AS SHOWN ON THE PLANS. THE UTILITY INFORMATION SHOWN DOES NOT GUARANTEE THE ACTUAL EXISTENCE, SERVICEABILITY, 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 INTERFERENCE'S 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.
- 4. BED SHALL BE RESPONSIBLE FOR REMOVING EXISTING LIGHTS AND FIXTURES. BED SHALL BE RESPONSIBLE FOR INSTALLING NEW LIGHTS AND FIXTURES AND RELOCATING LIGHTS AS CALLED OUT ON THE PLANS. CONTRACTOR SHALL COORDINATE WITH BED TO ALLOW BED TO INSTALL LIGHTS AND FIXTURES BEFORE THE PATH IS SUBSTANTIALLY COMPLETE.

PROJECT NAME:	BURLINGTON
PROJECT NUMBER:	STP BP21(11)
FILE NAME: z58842_pn.dgn	PLOT DATE: 6/28/2024
PROJECT LEADER: D.A. GINGRAS	DRAWN BY: R.M. O'BRIEN
DESIGNED BY: R.M. O'BRIEN	CHECKED BY: C.K. FORD
GENERAL NOTES SHEET	SHEET 4 OF 67



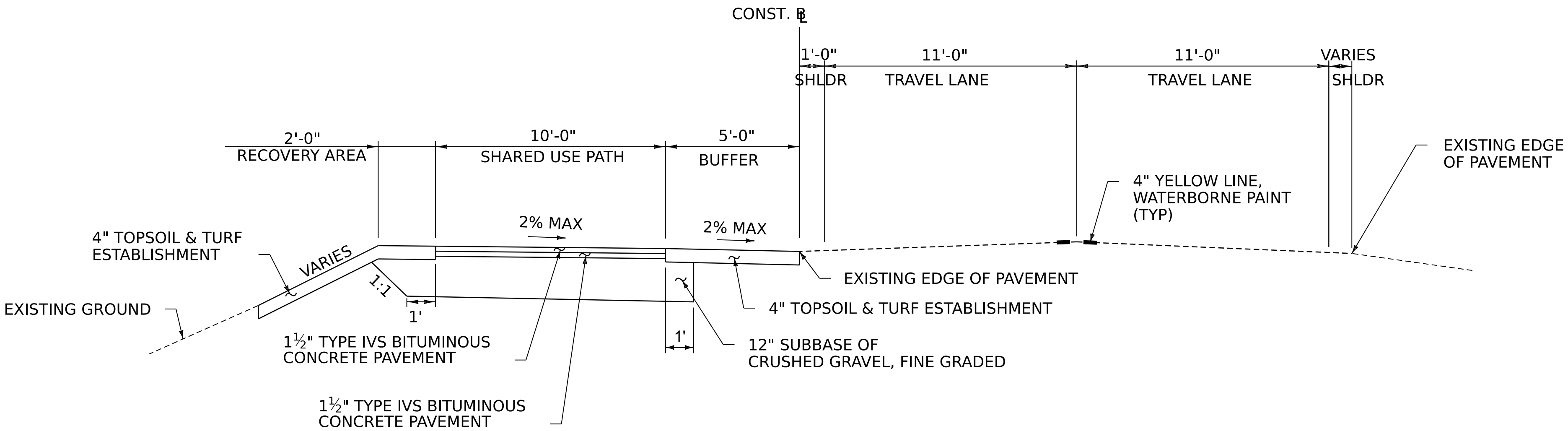
TYPICAL SECTIONS

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



PATH TYPICAL SECTION WITH CURB

N.T.S.  
STA. 0+67 - 14+19

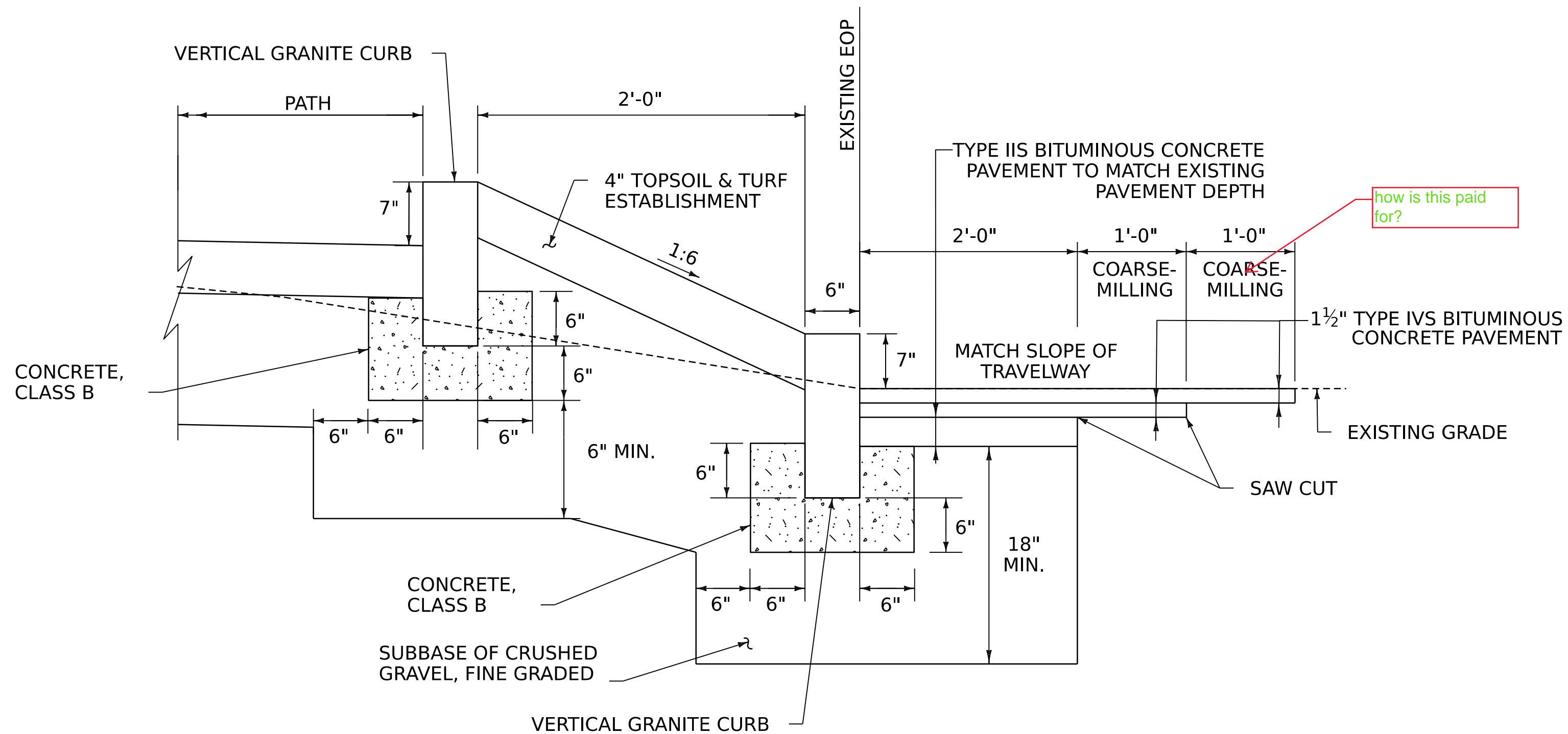


PATH TYPICAL SECTION WITHOUT CURB

N.T.S.  
STA. 14+19 - 17+57

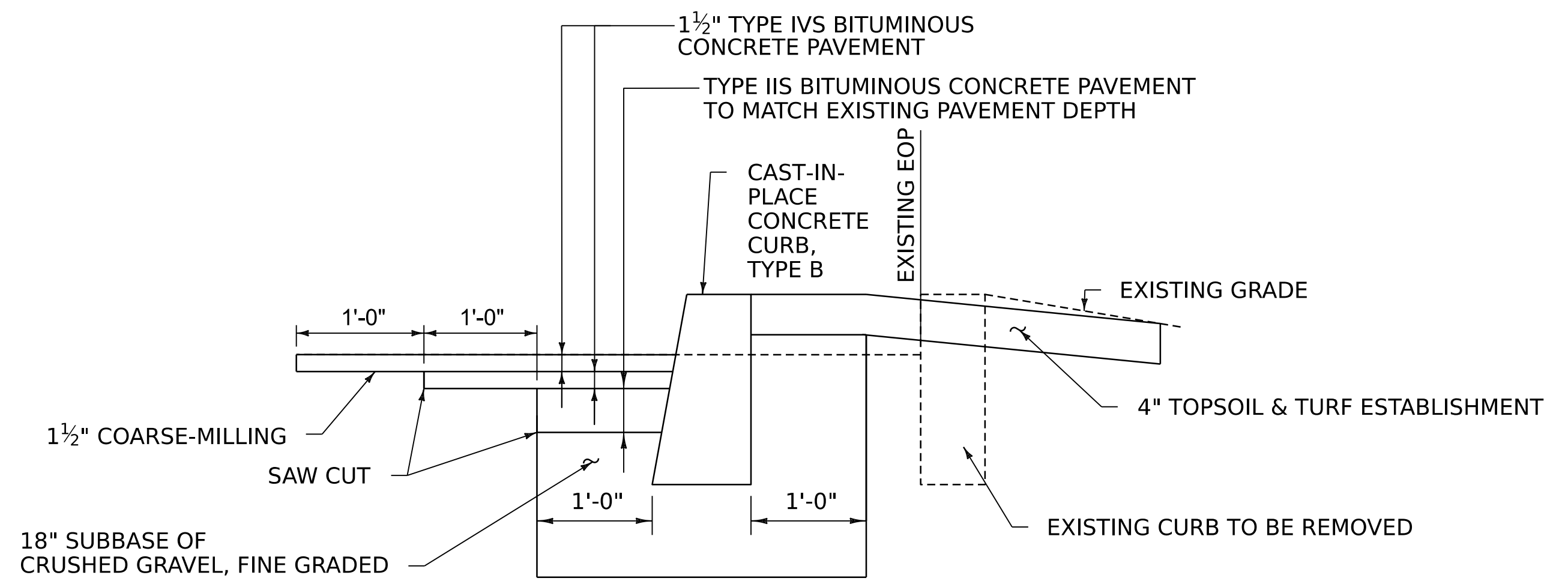
PROJECT NAME:	BURLINGTON
PROJECT NUMBER:	STP BP21(11)
FILE NAME:	z58842_typ.dgn
PROJECT LEADER:	D.A. GINGRAS
DESIGNED BY:	R.M. O'BRIEN
TYPICAL SECTION SHEET	
PLOT DATE:	6/28/2024
DRAWN BY:	R.M. O'BRIEN
CHECKED BY:	C.K. FORD
SHEET	5 OF 67





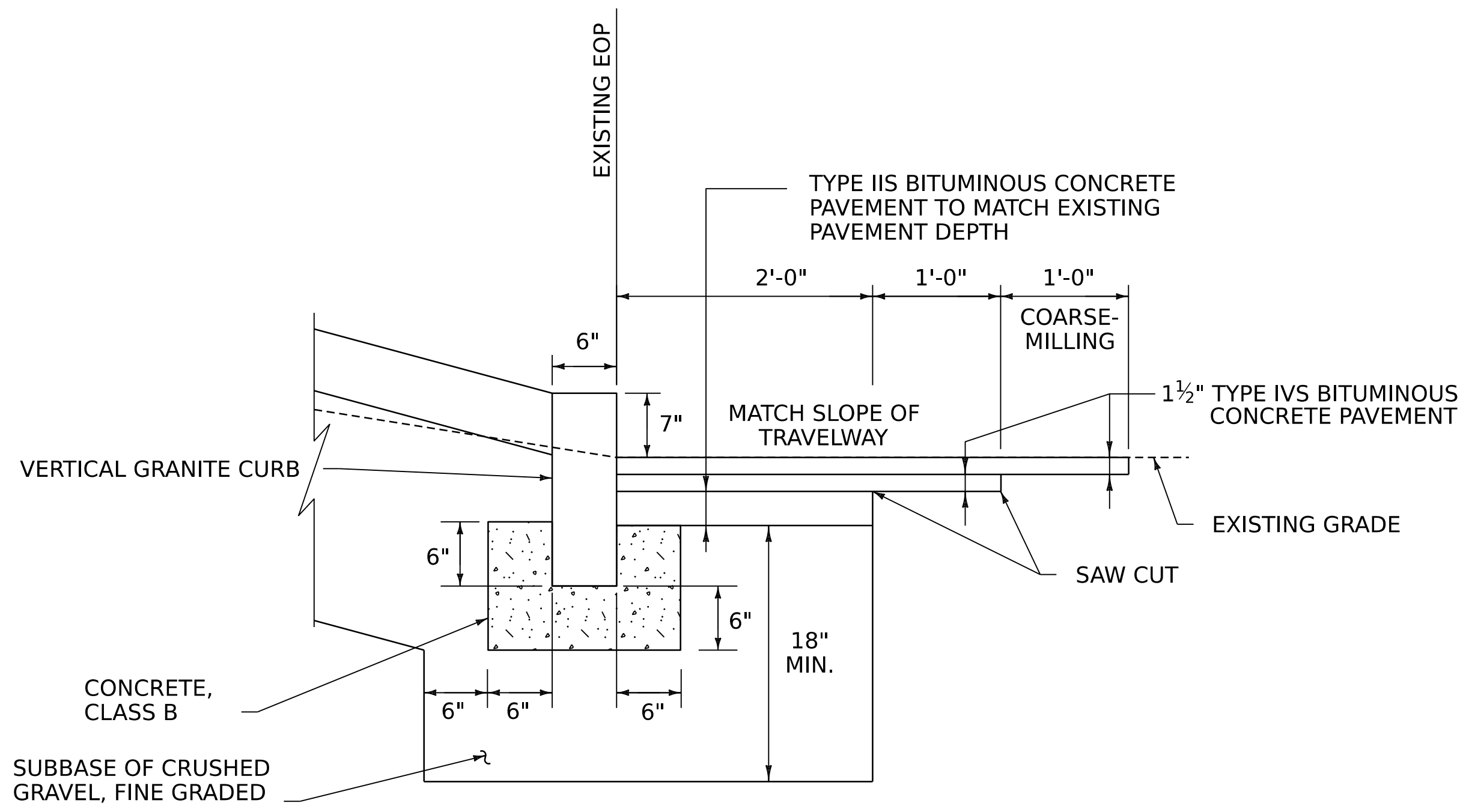
DOUBLE CURB DETAIL

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



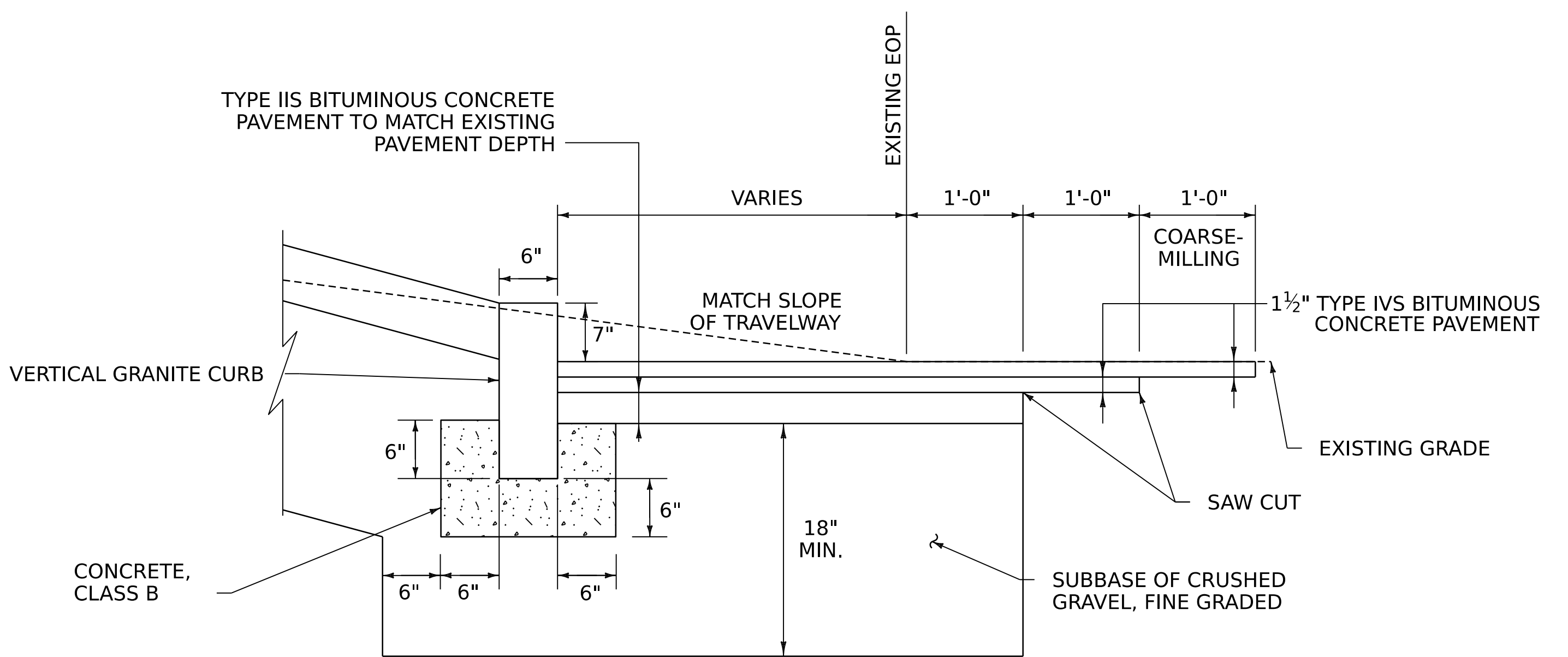
PARKING LOT CURB

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



VERTICAL GRANITE CURB (AT OR INSIDE EXISTING PAVEMENT LIMITS)

N.T.S.  
STA 0+70 - 10+89  
STA 13+85 - 17+50



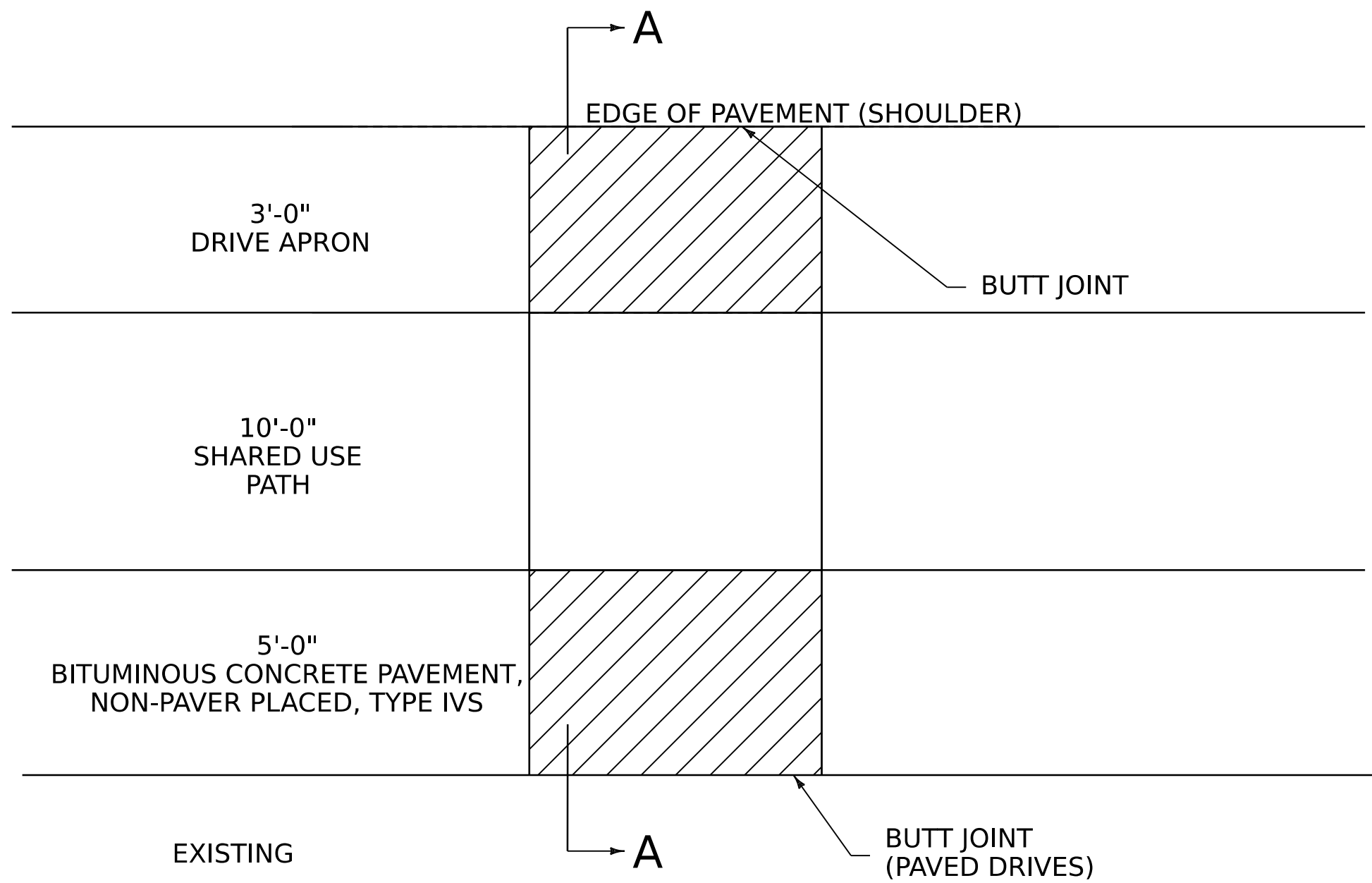
VERTICAL GRANITE CURB (OUTSIDE EXISTING PAVEMENT)

N.T.S.  
STA. 10+89 - 13+85

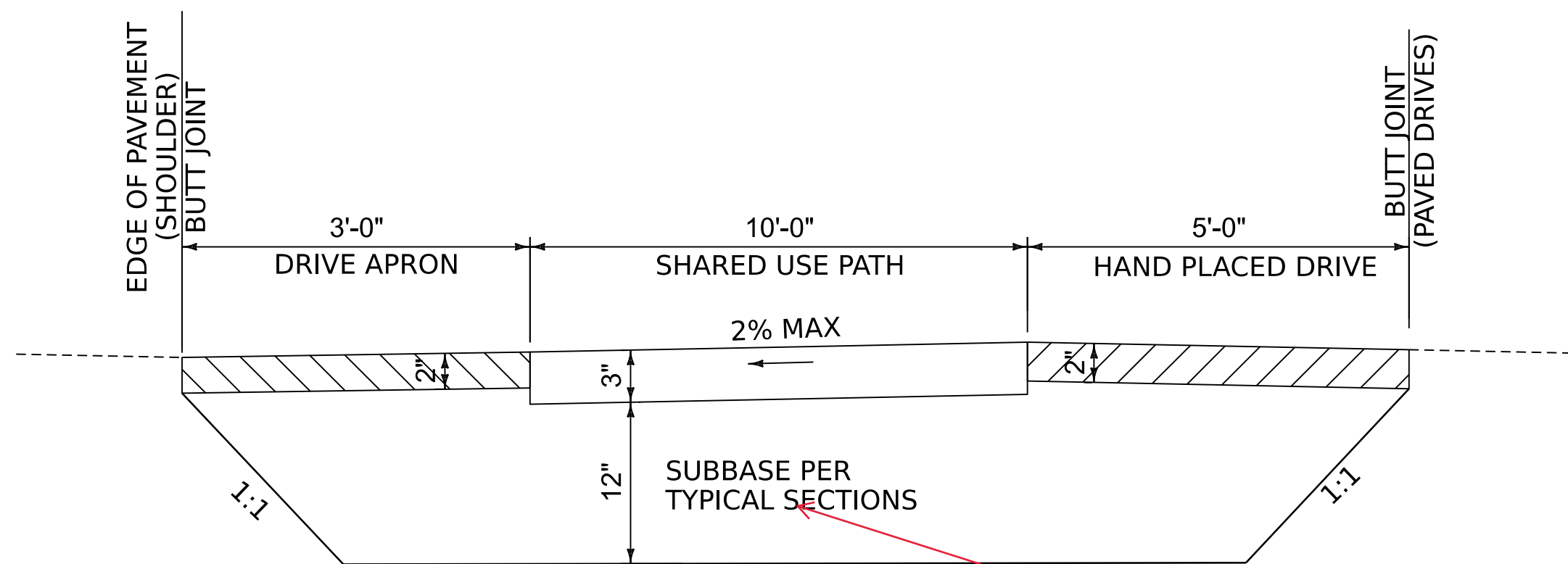


PROJECT NAME:	BURLINGTON	FILE NAME:	z58842_typ.dgn	PLOT DATE:	6/28/2024
PROJECT NUMBER:	STP BP21(11)	PROJECT LEADER:	D.A. GINGRAS	DRAWN BY:	R.M. O'BRIEN
		DESIGNED BY:	R.M. O'BRIEN	CHECKED BY:	C.K. FORD
		DETAIL SHEET (1 OF 3)		SHEET	6 OF 67



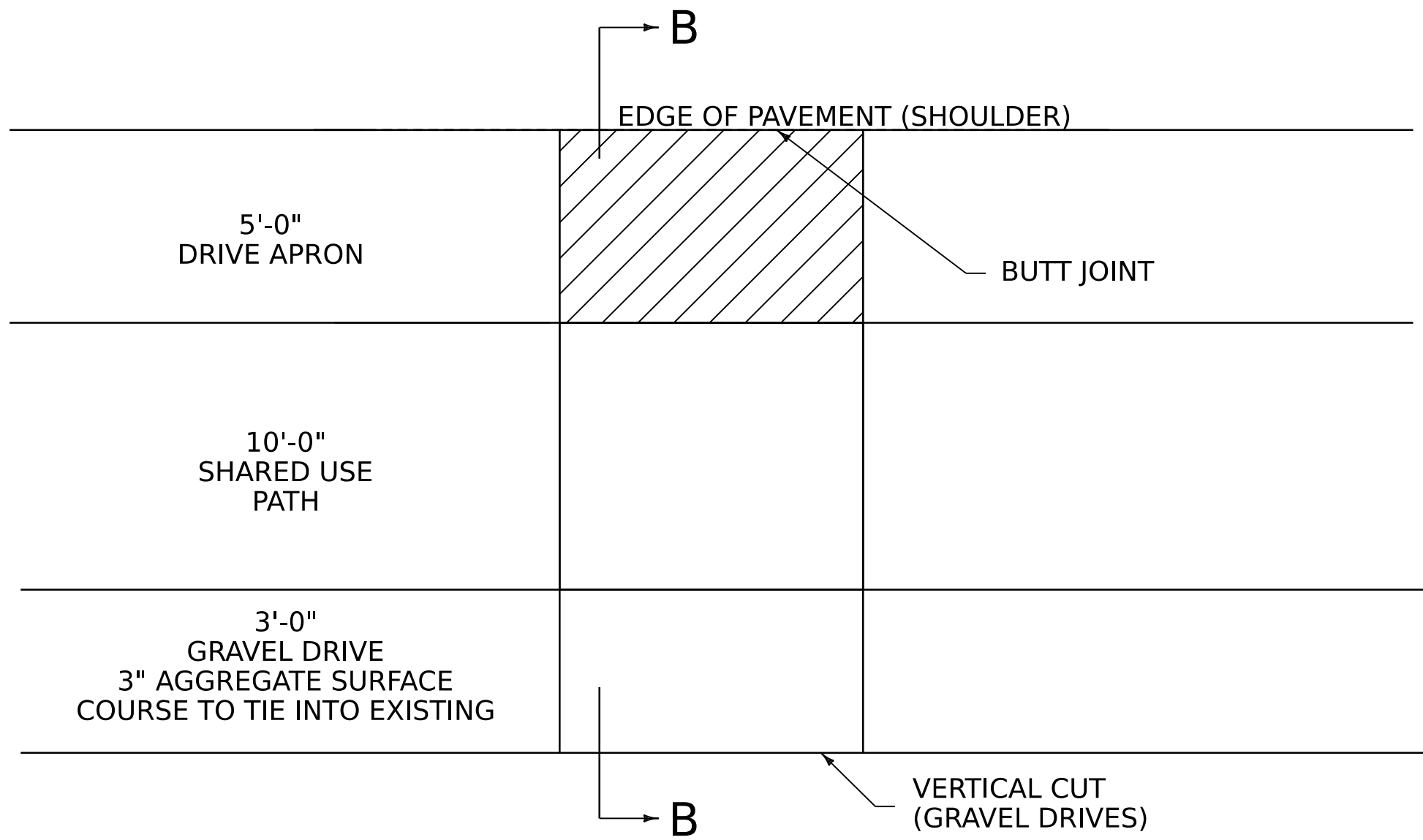


PLAN  
(PAVED DRIVES)

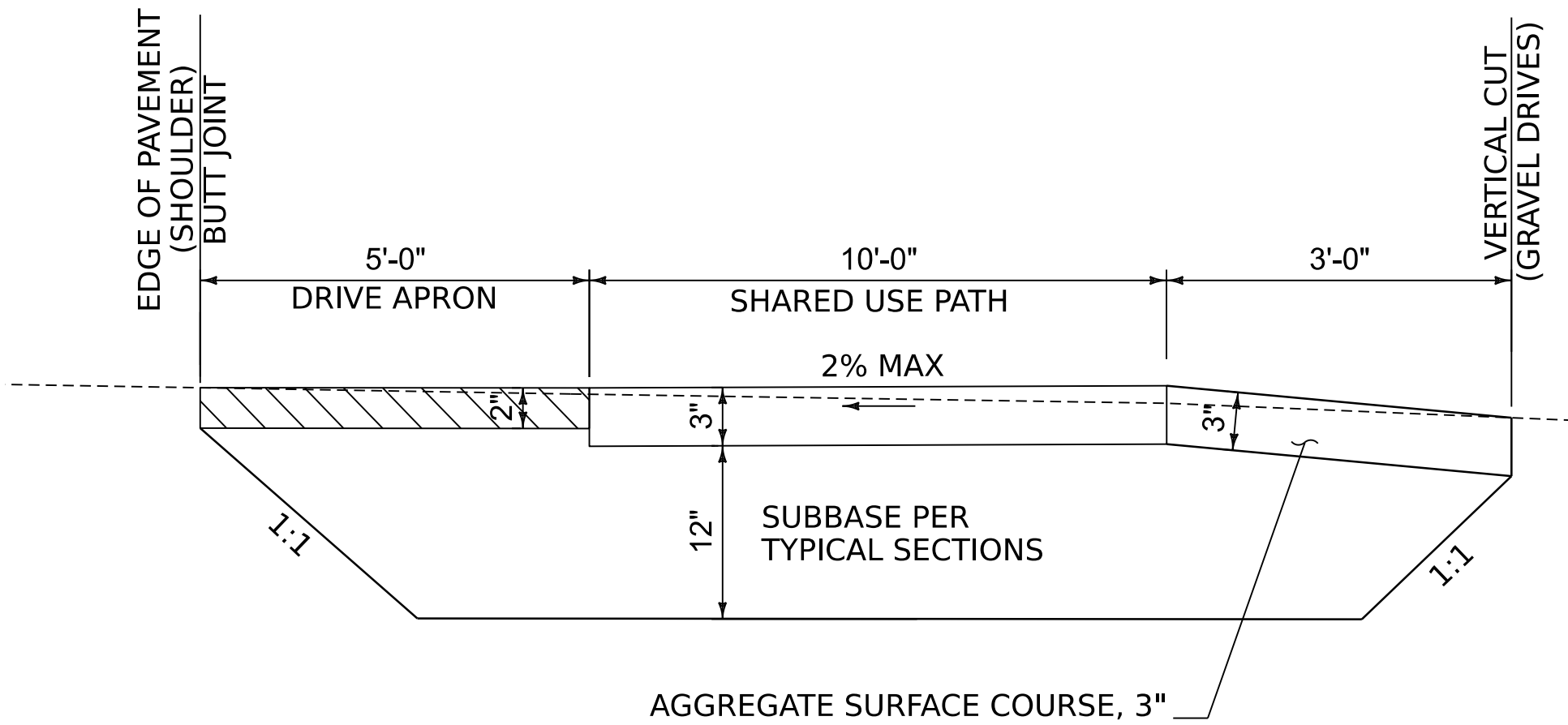


SECTION A-A  
HANDWORK DETAILS FOR PAVED DRIVES

there aren't any  
subbase  
dimensions on the  
sections



PLAN  
(GRAVEL DRIVES)

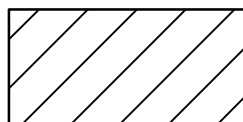


SECTION B-B  
HANDWORK DETAILS FOR GRAVEL DRIVES

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 406.3400 BITUMINOUS CONCRETE PAVEMENT, NON-PAVER PLACED, TYPE IVS.
- EXCAVATION NEEDED TO ACHIEVE PROPER DRIVE AND TOWN HIGHWAY SLOPES WILL NOT BE PAID DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO ITEM 406.3400 BITUMINOUS CONCRETE PAVEMENT, NON-PAVER PLACED, TYPE IVS.
- MILLING FOR DRIVES WILL MEET THE REQUIREMENTS OF SECTION 210 AS APPLICABLE. PAYMENT FOR MILLING AREAS REQUIRED FOR DRIVES WILL BE CONSIDERED INCIDENTAL TO ITEM 406.3400 BITUMINOUS CONCRETE PAVEMENT, NON-PAVER PLACED, TYPE IVS.

LEGEND



ITEM 406.3400 BITUMINOUS CONCRETE PAVEMENT, NON-PAVER PLACED, TYPE IVS



PROJECT NAME: BURLINGTON  
PROJECT NUMBER: STP BP21(11)

FILE NAME: z58842_typ.dgn  
PROJECT LEADER: D.A. GINGRAS  
DESIGNED BY: R.M. O'BRIEN  
DETAIL SHEET (2 OF 3)

PLOT DATE: 6/28/2024  
DRAWN BY: R.M. O'BRIEN  
CHECKED BY: C.K. FORD  
SHEET 7 OF 67





N.T.S.

how is this paid for?



N.T.S.

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

Detail not needed.



N.T.S.

NOTE: CARDBOARD TUBE FORM AND CONCRETE, CLASS B WILL BE INCIDENTAL TO FENCE.



1. GEOTEXTILE FOR UNDER STONE FILL AND STONE FILL ARE INCIDENTAL TO ITEM 654.0010 DRY SWALE
2. TOPSOIL, TURF ESTABLISHMENT, RECP, AND EXCAVATION PAID SEPARATELY

N.T.S.

PROJECT NAME: BURLINGTON	
PROJECT NUMBER: STP BP21(11)	
FILE NAME: z58842_typ.dgn	PLOT DATE: 6/28/2024
PROJECT LEADER: D.A. GINGRAS	DRAWN BY: R.M. O'BRIEN
DESIGNED BY: R.M. O'BRIEN	CHECKED BY: C.K. FORD
DETAIL SHEET (3 OF 3)	SHEET 8 OF 67

# QUANTITY SHEET 1

SUMMARY OF ESTIMATED QUANTITIES													TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES		
										1051 - EROSION CONTROL	1131 - BIKE/TRANSPORTATION PATH	1999 - FULL C.E. ITEMS	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
											1		1		LS	CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS	201.1000	-			
											2500		2500		CY	COMMON EXCAVATION	203.1500	160			
											2890		2890		CY	TRENCH EXCAVATION OF EARTH	204.2000	3.5			
											6		6		CY	TRENCH EXCAVATION OF ROCK	204.2100	EST			
											1		1		CY	TRENCH EXCAVATION OF EARTH, EXPLORATORY (N.A.B.I.)	204.2200	EST			
											2010		2010		CY	GRANULAR BACKFILL FOR STRUCTURES <div>coarse milling?</div>	204.3000	1.3			
											1		1		LS	RETAINING WALL, PRECAST CONCRETE (STA. 4+00 - STA. 4+60)	225.0400	-			
											1		1		LS	RETAINING WALL, PRECAST CONCRETE (STA. 5+00 - STA. 5+40)	225.0400	-			
											1		1		LS	RETAINING WALL, PRECAST CONCRETE (STA. 7+00 - STA. 7+20)	225.0400	-			
											1		1		LS	RETAINING WALL, PRECAST CONCRETE (STA. 11+76 - STA. 12+68)	225.0400	-			
											910		910		CY	SUBBASE OF CRUSHED GRAVEL, FINE GRADED	301.2600	4.4			
											10		10		CY	AGGREGATE SURFACE COURSE	401.1000	7.3			
											3		3		CWT	TACK COAT, EMULSIFIED ASPHALT <div>406.0110?</div>	404.1100	0.8			
											30		30		TON	BITUMINOUS CONCRETE PAVEMENT, TYPE IIS, QA TIER III	406.0230	1.1			
											200		200		TON	BITUMINOUS CONCRETE PAVEMENT, TYPE IVS, QA TIER III	406.0430	3.1			
											15		15		SY	BITUMINOUS CONCRETE PAVEMENT, NON-PAVER PLACED, TYPE IVS	406.3400	1.8			
											50		50		CY	CONCRETE, CLASS B	541.2200	5.6			
											20		20		LF	12 INCH CPEP(SL)	601.2605	5			
											400		400		LF	15 INCH CPEP(SL)	601.2610	2			
											280		280		LF	18 INCH CPEP(SL)	601.2615				
											460		460		LF	24 INCH CPEP(SL)	601.2620	4			
											550		550		LF	36 INCH CPEP(SL)	601.2630	6			
											1		1		EACH	36 INCH CPEPES	601.7030	-			
											4		4		EACH	PRECAST REINFORCED CONCRETE CATCH BASIN WITH CAST IRON GRATE	604.2000	-			
											5		5		EACH	PRECAST REINFORCED CONCRETE MANHOLE WITH CAST IRON COVER (4 FOOT DIA.)	604.2100	-			
											2		2		EACH	PRECAST REINFORCED CONCRETE MANHOLE WITH CAST IRON COVER (5 FOOT DIA.)	604.2100	-			
											4		4		EACH	PRECAST REINFORCED CONCRETE MANHOLE WITH CAST IRON COVER (6 FOOT DIA.)	604.2100	-			
											960		960		LF	VERTICAL GRANITE CURB	616.2100	2			
											60		60		LF	CAST-IN-PLACE CONCRETE CURB, TYPE B	616.2702	5			
											50		50		LF	REMOVAL OF EXISTING CURB	616.4100	8			
											3		3		EACH	REMOVE AND RESET MAILBOX, SINGLE SUPPORT	617.1100	-			
											20		20		SY	PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH	618.1005	5.7			
											32		32		SF	DETECTABLE WARNING SURFACE	618.3000	2			
											340		340		LF	REMOVING AND RESETTING FENCE <div>620.6200?</div>	620.5000	-			
											2		2		EACH	ADJUST ELEVATION OF VALVE BOX	629.2800	-			
											1		1		EACH	HYDRANT, ALL-INCLUSIVE	629.3500	-			
											1		1		EACH	REMOVE HYDRANT	629.3800	-			
											100		100		HR	UNIFORMED TRAFFIC OFFICERS	630.1000	-			
											1200		1200		HR	FLAGGERS	630.1500	-			
												1	1		LS	FIELD OFFICE, ENGINEER'S	631.1000	-			

PROJECT NAME: BURLINGTON	
PROJECT NUMBER: STP BP21(11)	
FILE NAME: z58842_qs.dgn	PLOT DATE: 6/28/2024
PROJECT LEADER: D.A. GINGRAS	DRAWN BY: R.M. O'BRIEN
DESIGNED BY: R.M. O'BRIEN	CHECKED BY: C.K. FORD
QUANTITY SHEET (1 OF 2)	SHEET 9 OF 67



# QUANTITY SHEET 2

SUMMARY OF ESTIMATED QUANTITIES													TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES		
										1051 - EROSION CONTROL	1131 - BIKE/TRANSPORTATION PATH	1999 - FULL C.E. ITEMS	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
												1	1		LS	TESTING EQUIPMENT, BITUMINOUS	631.1700	-			
												3000	3000		DL	FIELD OFFICE COMMUNICATIONS (N.A.B.I.)	631.2600	-			
											50000		50000		DL	RAILROAD FLAGGERS (N.A.B.I.)	632.1000	-			
											1		1		LS	MOBILIZATION/DEMOBILIZATION	635.1100	EST			
											1		1		LS	TRAFFIC CONTROL, ALL-INCLUSIVE	641.1100	EST			
											2760		2760		LF	4 INCH YELLOW LINE, WATERBORNE PAINT	646.2111	8			
											20		20		LF	24 INCH STOP BAR, WATERBORNE PAINT	646.2610	1			
											4		4		EACH	LETTER OR SYMBOL, WATERBORNE PAINT	646.3010	-			
											30		30		LF	CROSSWALK MARKING, WATERBORNE PAINT	646.3110	8			
											510		510		LF	DURABLE 4 INCH YELLOW LINE, POLYUREA	646.4140	6			
											100		100		LF	DURABLE 12 INCH WHITE LINE, POLYUREA	646.4640	8			
											36		36		EACH	DURABLE LETTER OR SYMBOL, POLYUREA	646.4940	-			
										2600			2600		SY	TURF ESTABLISHMENT, GENERAL SEED	651.1500	6.9			
											300		300		CY	TOPSOIL	651.3500	11.9			
										1			1		LS	EPSC PLAN	653.0100	-			
										30			30		HR	MONITORING EPSC PLAN	653.0200	-			
										1			1		TON	HAY MULCH	653.1000	0.5			
										1500			1500		SY	ROLLED EROSION CONTROL PRODUCT, TYPE I	653.2001	2.3			
										12			12		EACH	INLET PROTECTION DEVICE, TYPE II	653.4002	-			
										100			100		LF	SILT FENCE, TYPE I	653.4701	6			
										80			80		LF	SILT FENCE, TYPE II	653.4702	7			
										90			90		LF	BARRIER FENCE	653.5000	4			
										1480			1480		LF	PROJECT DEMARCATION FENCE	653.5500	8			
											135		135		LF	DRY SWALE	654.0010	-			
											1		1		LS	TREE PROTECTION	656.8500	-			
											40		40		SF	TRAFFIC SIGN, FLAT SHEET ALUMINUM	675.2000	7.4			
											114		114		LB	TUBULAR STEEL SIGN POST	675.3300	-			
											90		90		LF	SQUARE TUBE SIGN POST AND ANCHOR	675.3410	-			
											5		5		EACH	SIGN REMOVAL, FLAT SHEET ALUMINUM	675.5000	-			
											4		4		EACH	RESETTING SIGNS	675.6000	-			
											1		1		EACH	PEDESTRIAN SIGNAL ASSEMBLY	678.2020	-			
											1		1		DL	PRICE ADJUSTMENT, ASPHALT (N.A.B.I.)	690.0300	-			
							</														

PROJECT NAME: BURLINGTON	
PROJECT NUMBER: STP BP21(11)	
FILE NAME: z58842_qs.dgn	PLOT DATE: 6/28/2024
PROJECT LEADER: D.A. GINGRAS	DRAWN BY: R.M. O'BRIEN
DESIGNED BY: R.M. O'BRIEN	CHECKED BY: C.K. FORD
QUANTITY SHEET (2 OF 2)	SHEET 10 OF 67





## ITEM DETAIL SHEET


[illegible]

PROJECT NAME: BURLINGTON	
PROJECT NUMBER: STP BP21(11)	
FILE NAME: z58842_ids.dgn	PLOT DATE: 6/28/2024
PROJECT LEADER: D.A. GINGRAS	DRAWN BY: R.M. O'BRIEN
DESIGNED BY: R.M. O'BRIEN	CHECKED BY: C.K. FORD
ITEM DETAIL SHEET	SHEET 11 OF 67





# DRAINAGE DETAIL SHEET

	PROJECT NAME: BURLINGTON	
	PROJECT NUMBER: STP BP21(11)	
	FILE NAME: z58842_dds.dgn PROJECT LEADER: D.A. GINGRAS DESIGNED BY: R.M. O'BRIEN DRAINAGE DETAIL SHEET (1 OF 2)	PLOT DATE: 6/28/2024 DRAWN BY: R.M. O'BRIEN CHECKED BY: C.K. FORD SHEET 12 OF 67



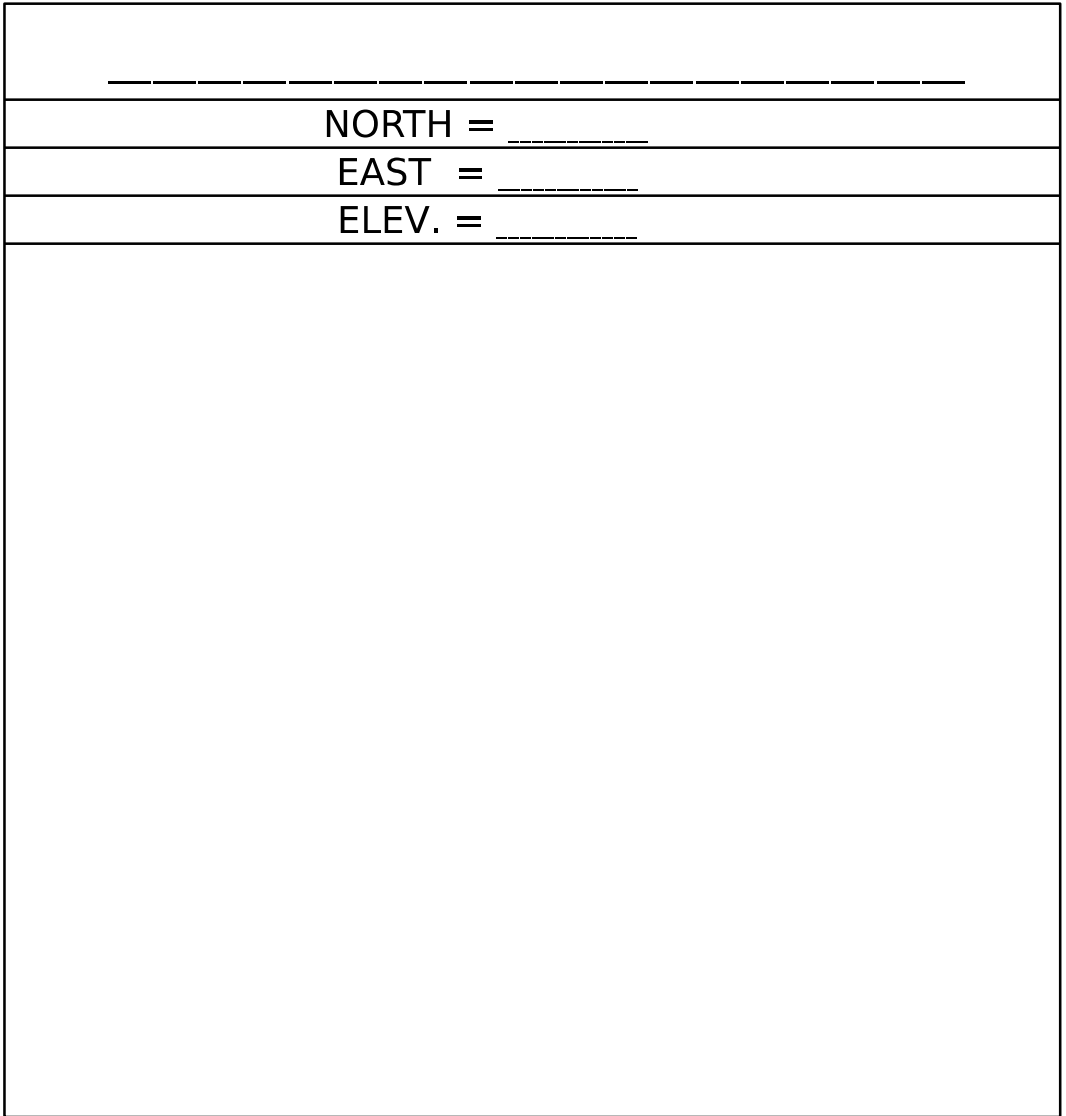
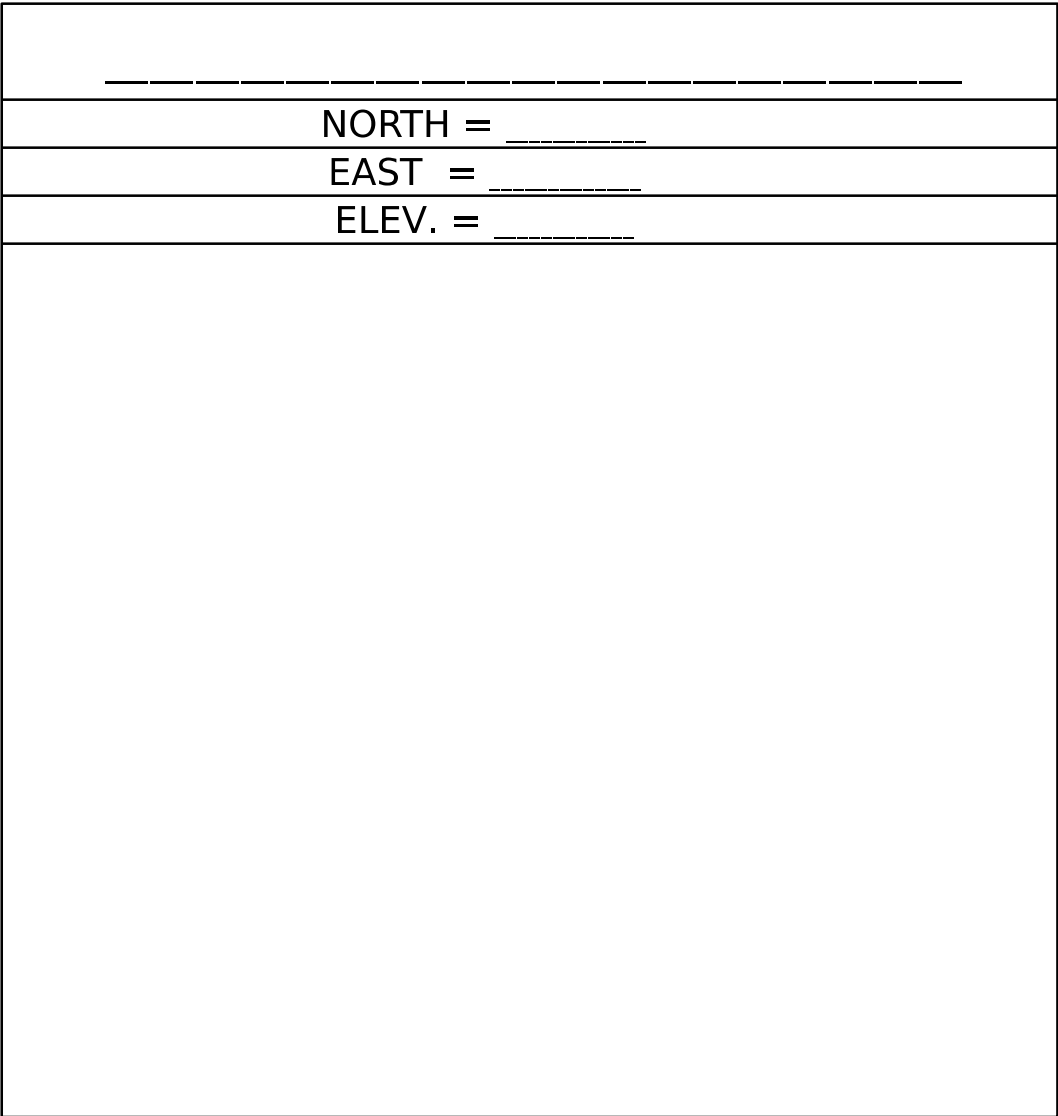
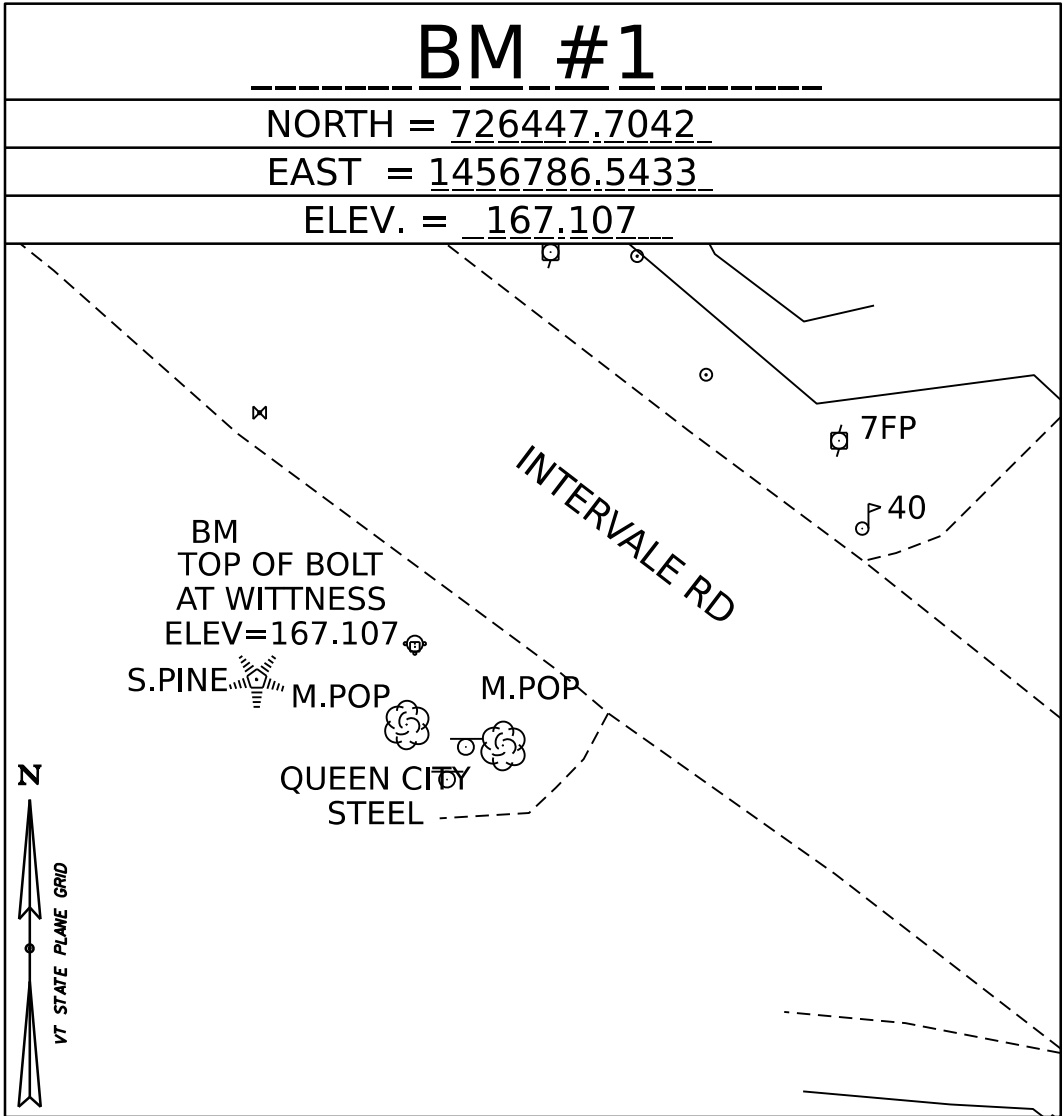
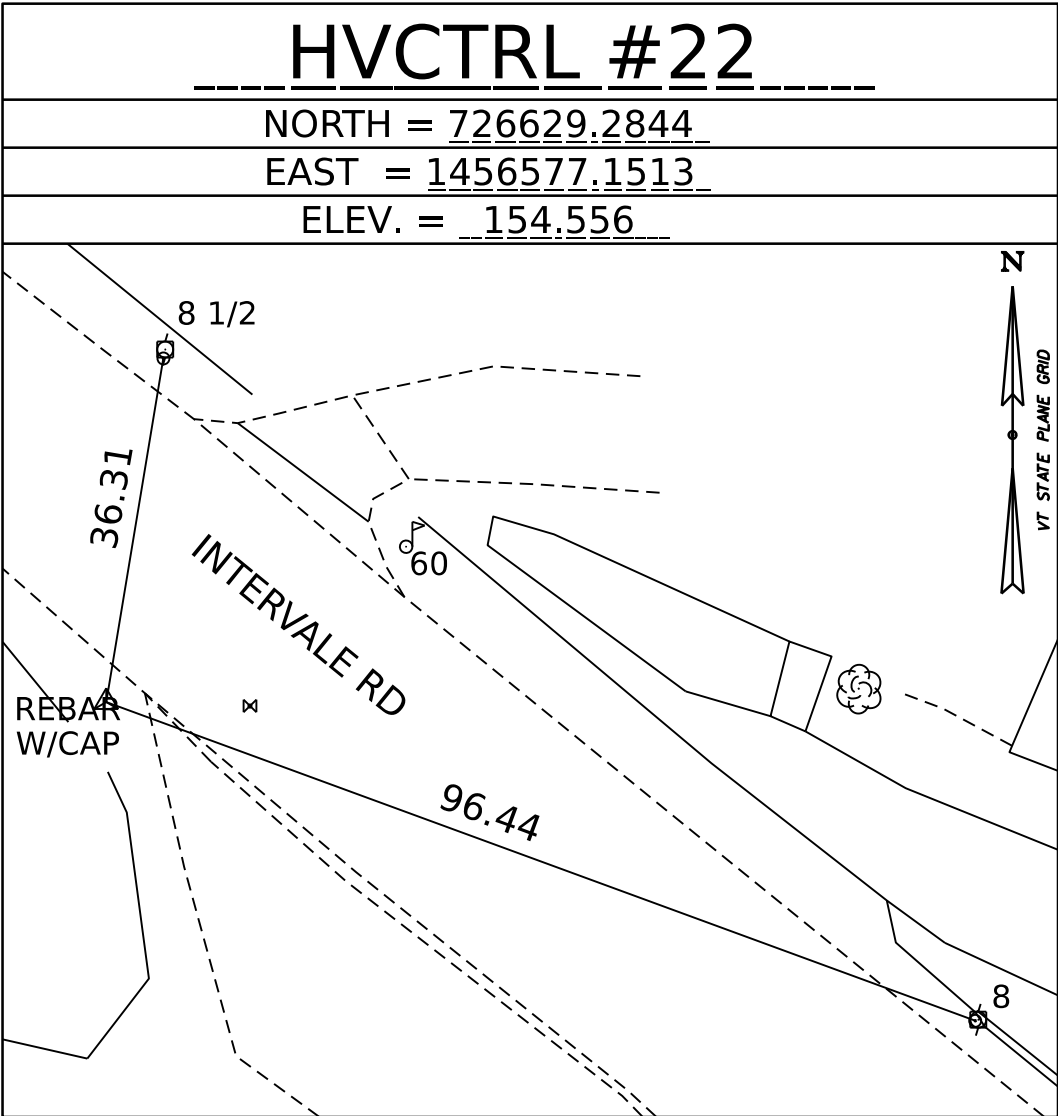
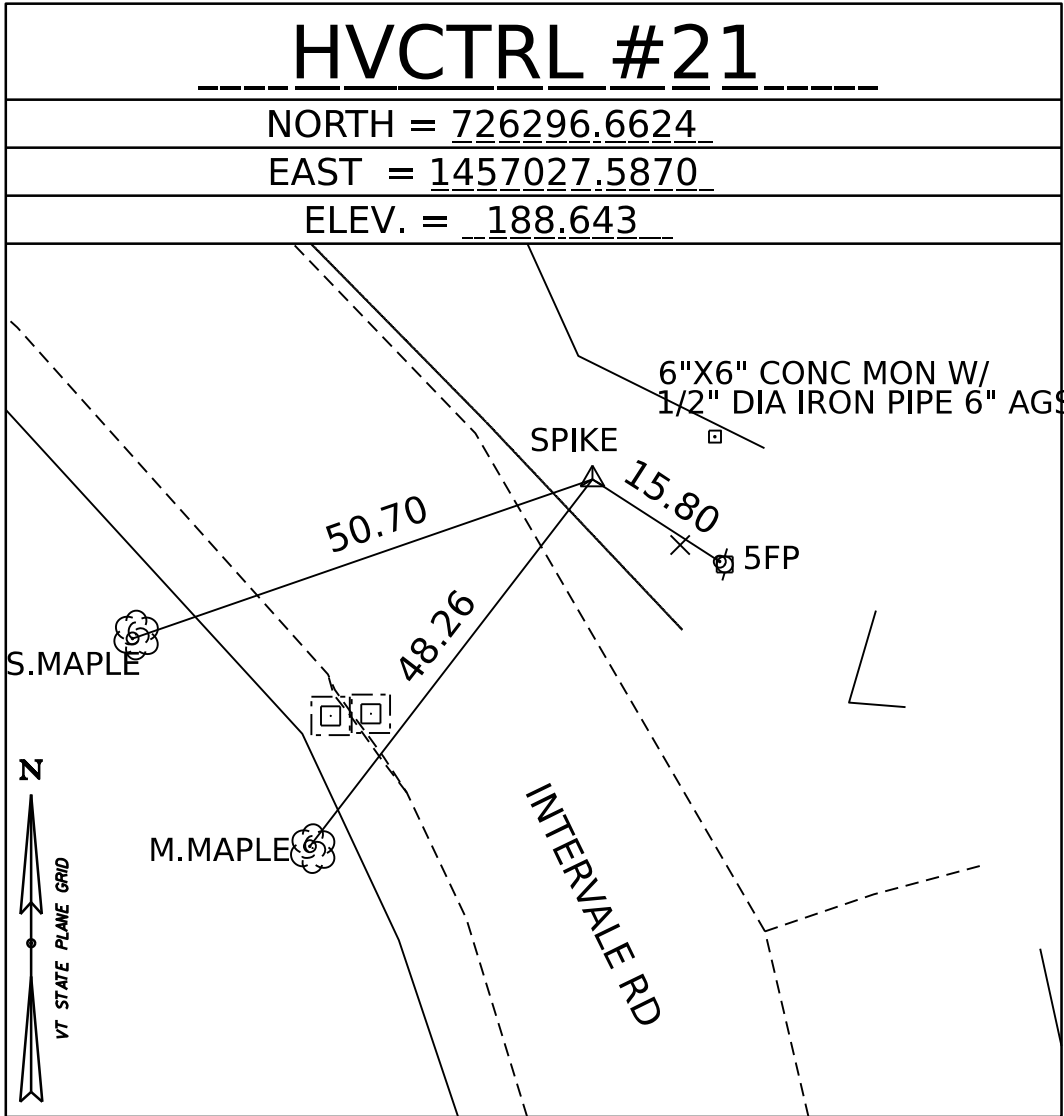
# DRAINAGE DETAIL SHEET

FILE NAME: z58842_dds.dgn	PLOT DATE: 6/28/2024
PROJECT LEADER: D.A. GINGRAS	DRAWN BY: R.M. O'BRIEN
DESIGNED BY: R.M. O'BRIEN	CHECKED BY: C.K. FORD
DRAINAGE DETAIL SHEET (2 OF 2)	SHEET 13 OF 67

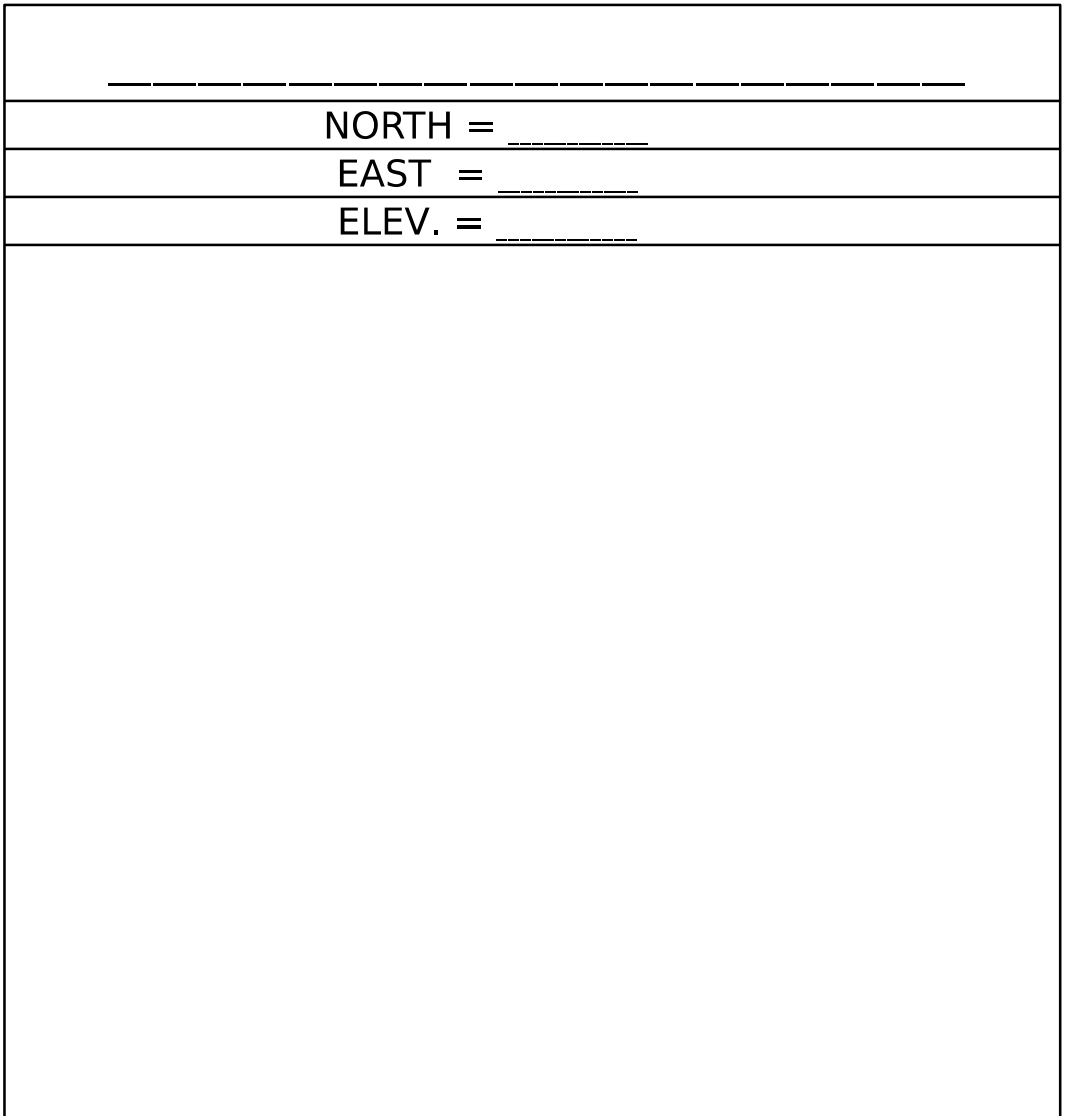
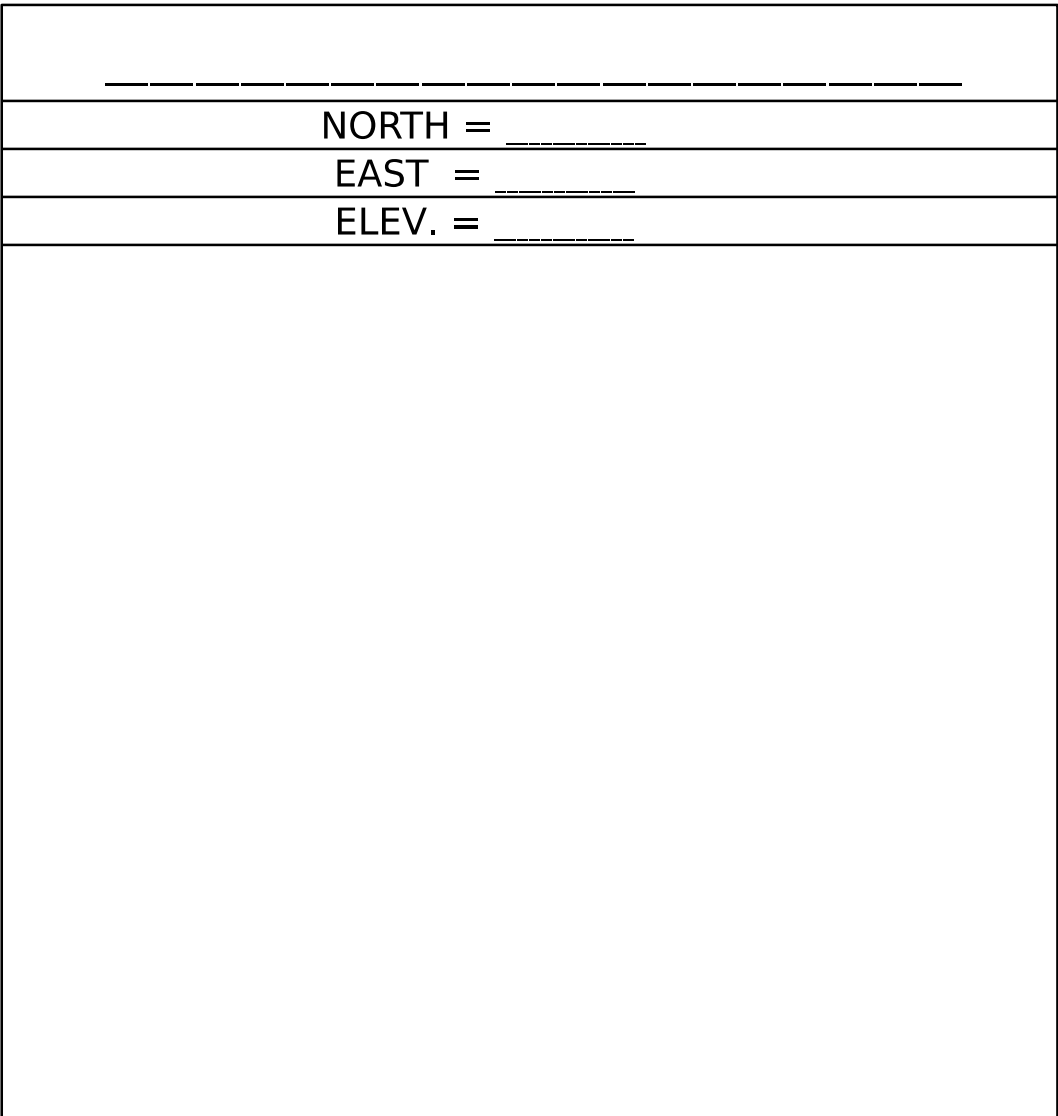
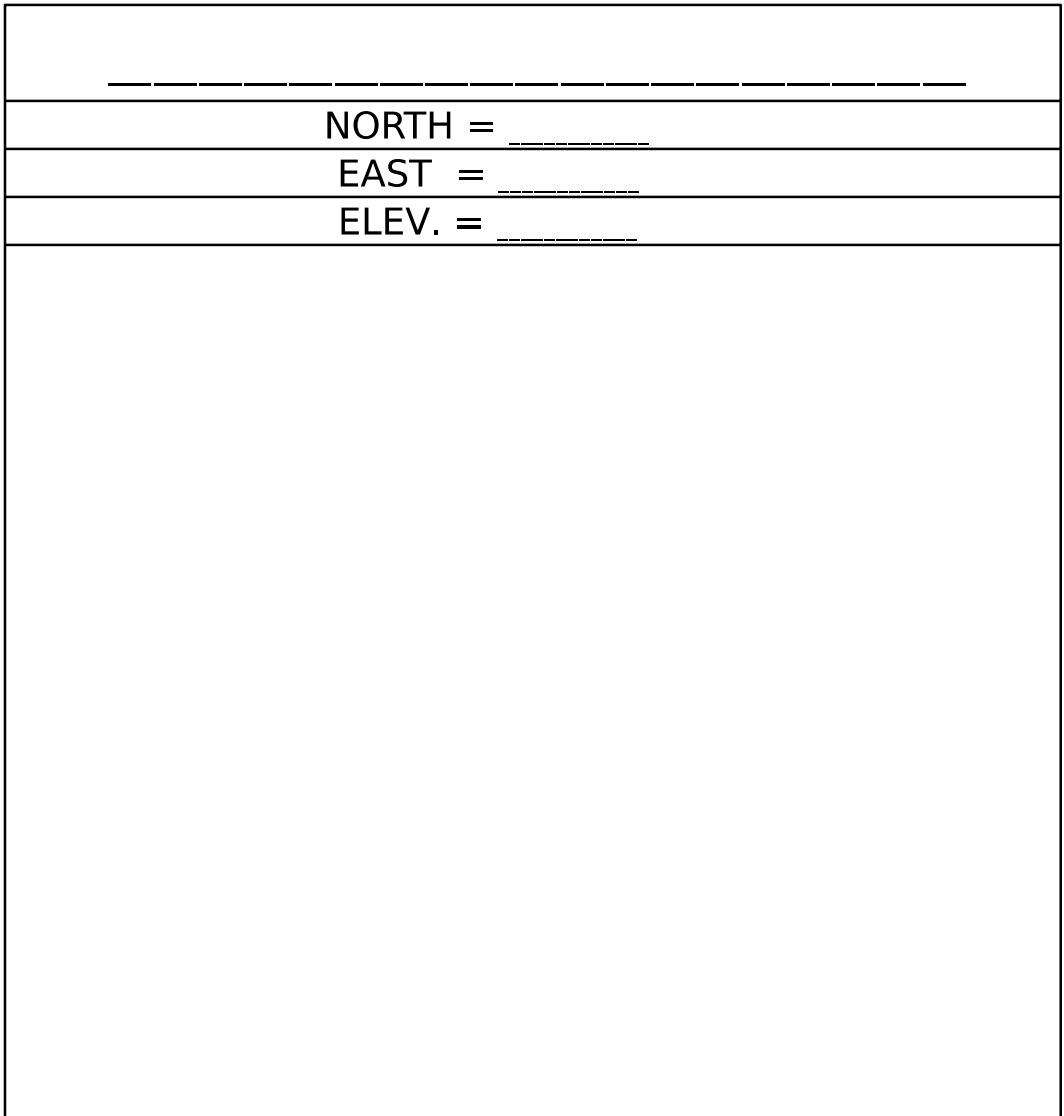
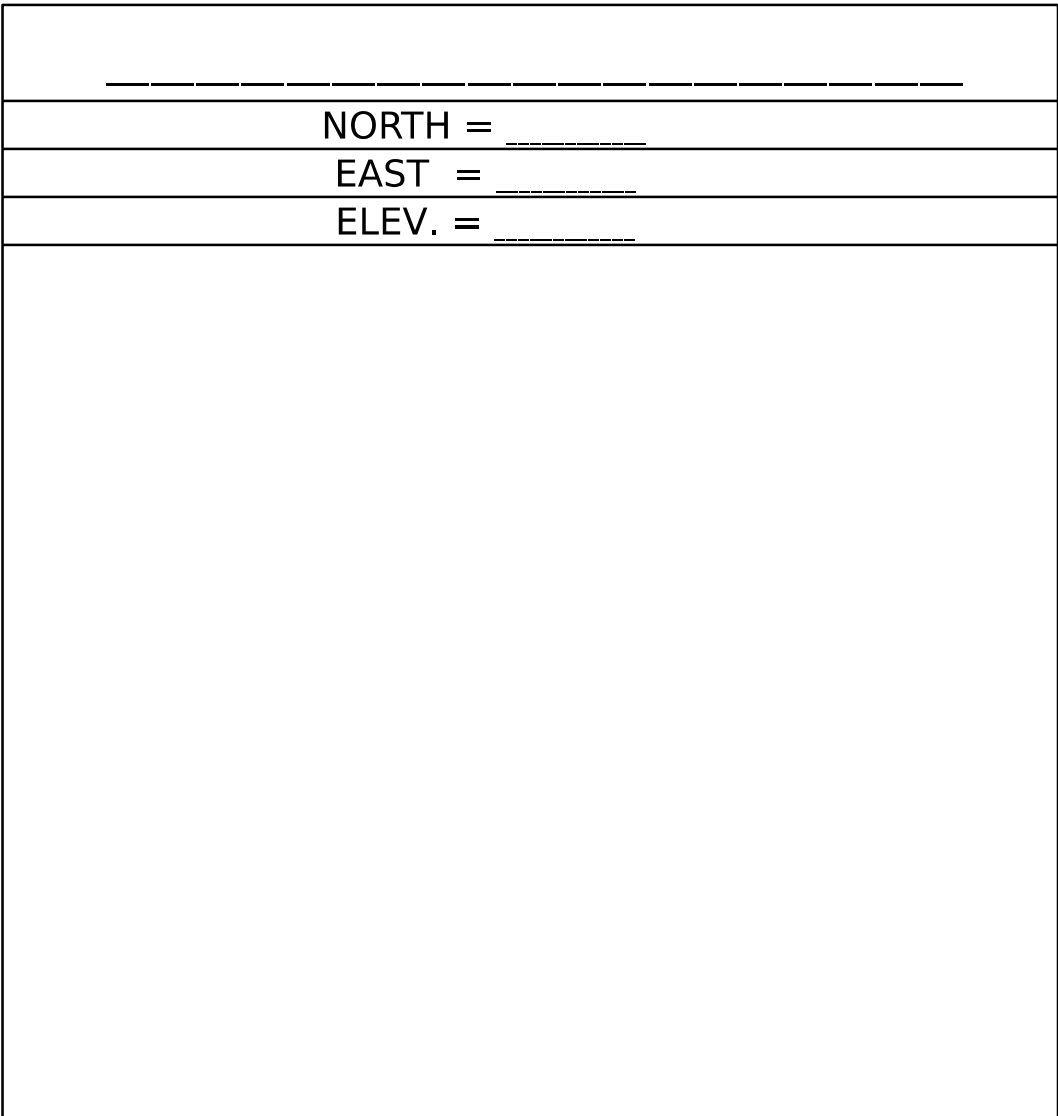
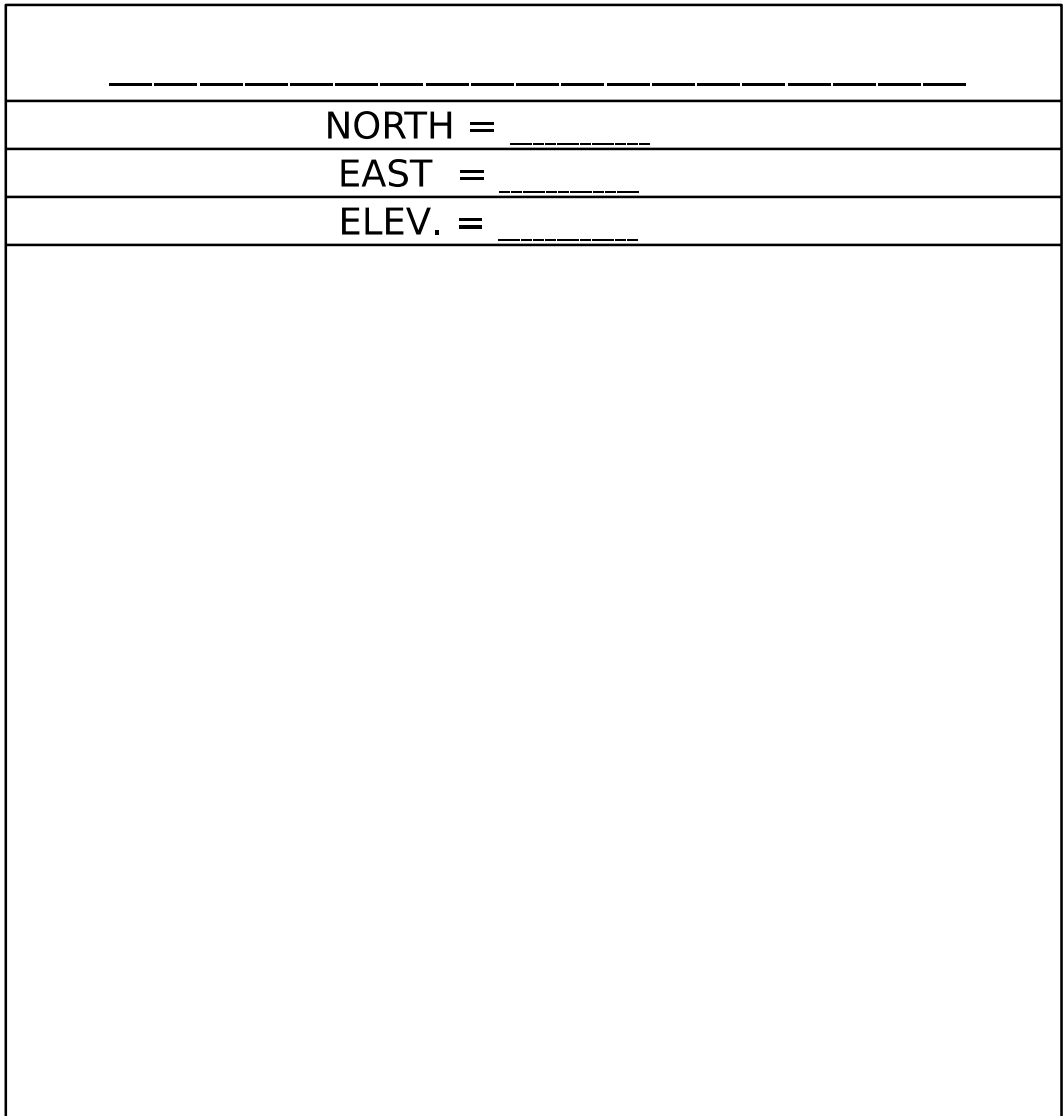
NETWORK CONTROL

*PT'S 21 & 22 WERE TRAVERSED TO, USING PT'S 9 & 10 FROM [BURLINGTON:NH PC22(1)(18V199)]

LOCAL CONTROL



ALIGNMENT TIES

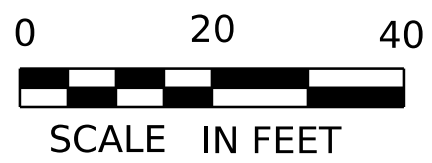
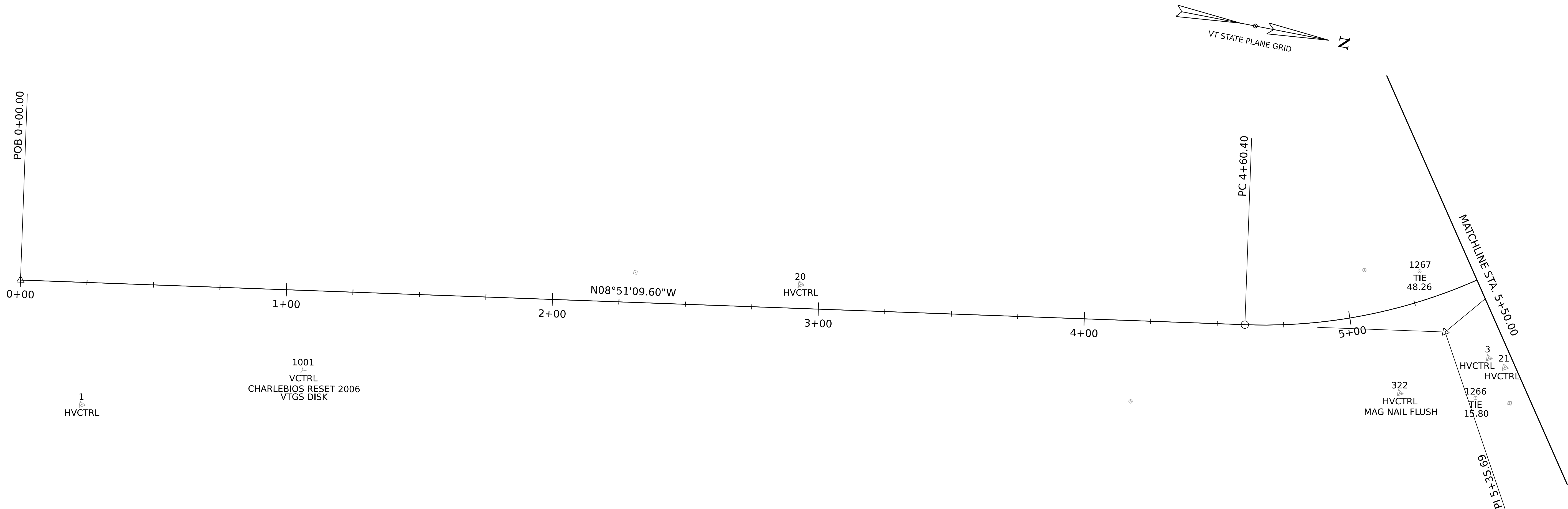


DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83(2011)
ADJUSTMENT	COMPASS



PROJECT NAME:	BURLINGTON	FILE NAME:	z58842_ti.dgn	PLOT DATE:	6/28/2024
PROJECT NUMBER:	STP BP21(11)	PROJECT LEADER:	D.A. GINGRAS	DRAWN BY:	R.M. O'BRIEN
		DESIGNED BY:	R.M. O'BRIEN	CHECKED BY:	C.K. FORD
		TIE SHEET		SHEET	14 OF 67

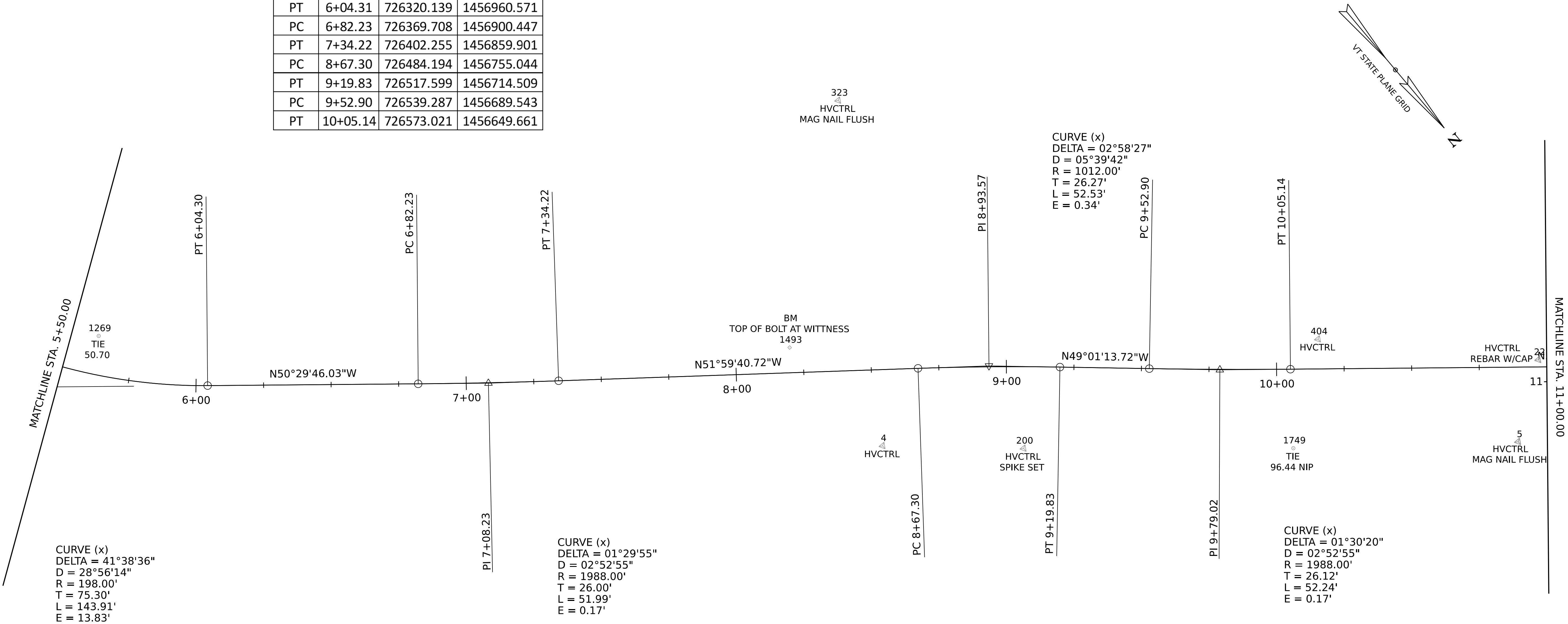
MAIN PATH ALIGNMENT			
POINT	STATION	NORTHING	EASTING
POB	0+00.00	725742.926	1457101.110



PROJECT NAME:	BURLINGTON	PLOT DATE:	6/28/2024
PROJECT NUMBER:	STP BP21(11)	DRAWN BY:	R.M. O'BRIEN
FILE NAME:	z58842_bdr_ali.dgn	CHECKED BY:	C.K. FORD
PROJECT LEADER:	D.A. GINGRAS	ALIGNMENT SHEETS (1 OF 4)	SHEET 15 OF 67
DESIGNED BY:	R.M. O'BRIEN		



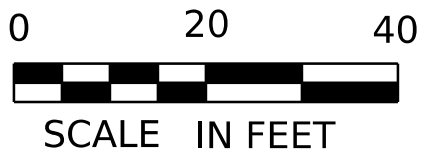
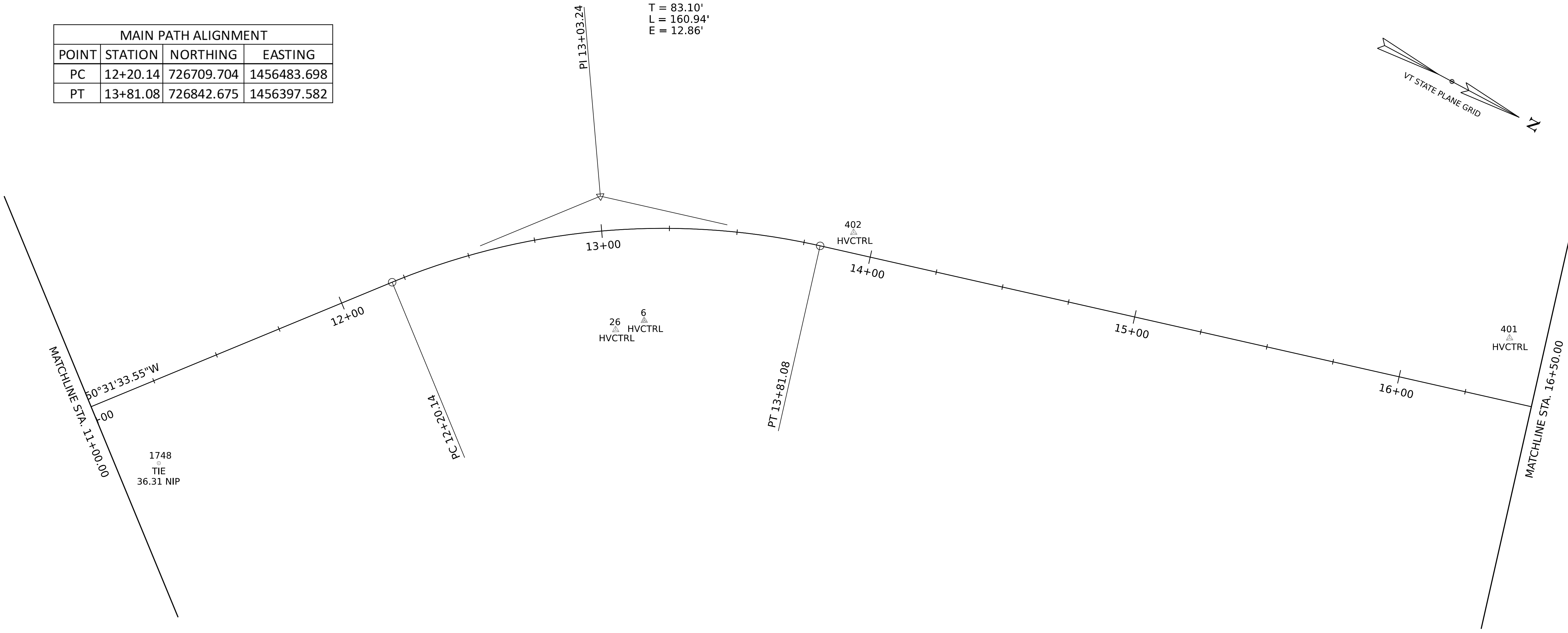
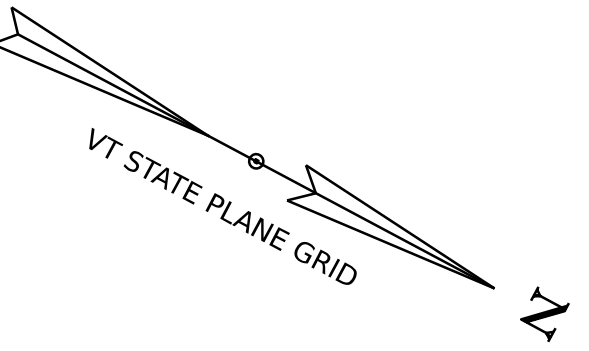
MAIN PATH ALIGNMENT			
POINT	STATION	NORTHING	EASTING
PC	4+60.40	726197.837	1457030.258
PT	6+04.31	726320.139	1456960.571
PC	6+82.23	726369.708	1456900.447
PT	7+34.22	726402.255	1456859.901
PC	8+67.30	726484.194	1456755.044
PT	9+19.83	726517.599	1456714.509
PC	9+52.90	726539.287	1456689.543
PT	10+05.14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



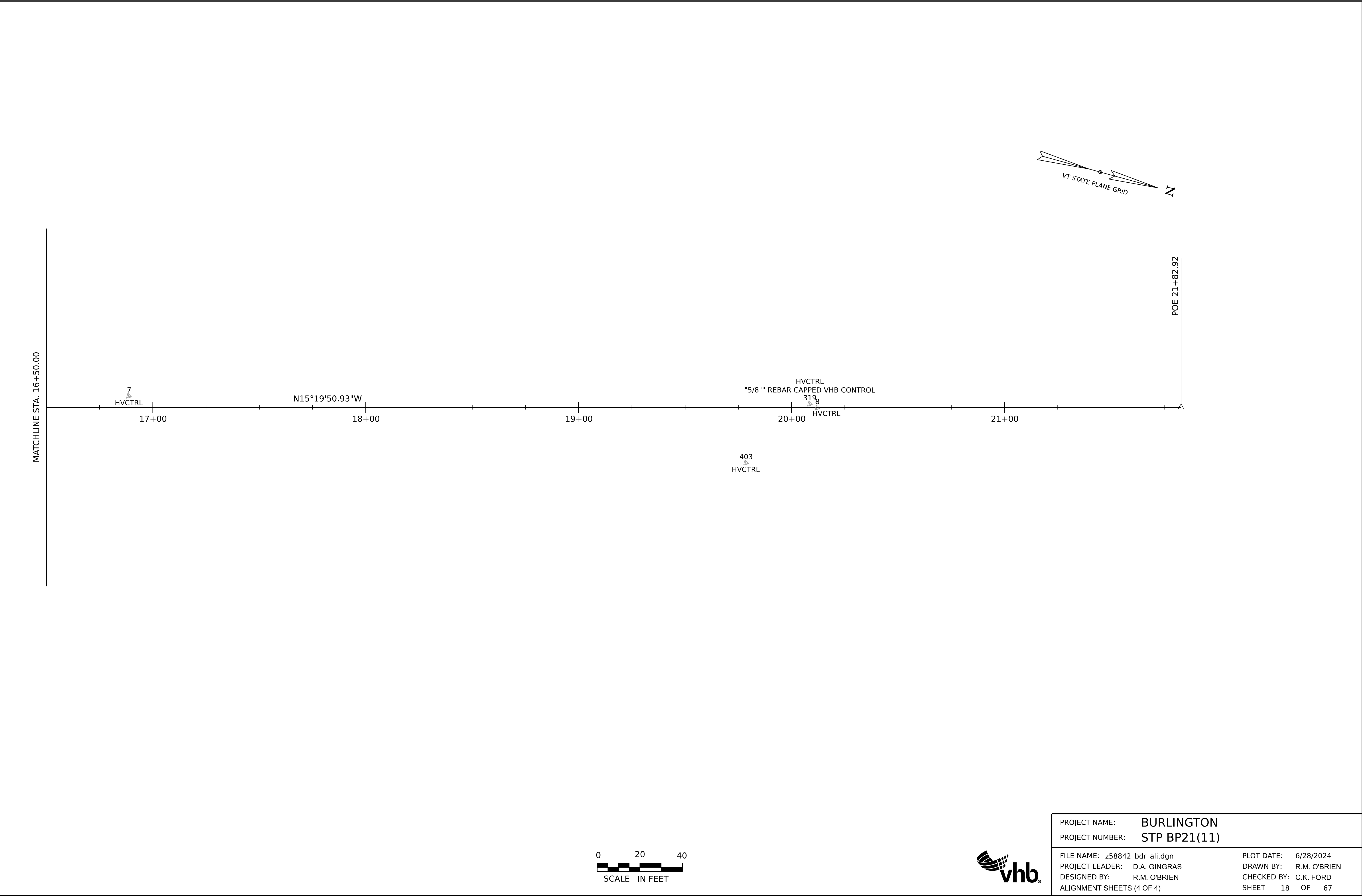
PROJECT NAME:	BURLINGTON	PLOT DATE:	6/28/2024
PROJECT NUMBER:	STP BP21(11)	DRAWN BY:	R.M. O'BRIEN
FILE NAME:	z58842_bdr_ali.dgn	CHECKED BY:	C.K. FORD
PROJECT LEADER:	D.A. GINGRAS	ALIGNMENT SHEETS (2 OF 4)	SHEET 16 OF 67
DESIGNED BY:	R.M. O'BRIEN		

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

DELTA = 35°11'43"  
D = 21°52'07"  
R = 262.00'  
T = 83.10'  
L = 160.94'  
E = 12.86'



PROJECT NAME:	BURLINGTON	FILE NAME:	z58842_bdr_ali.dgn	PLOT DATE:	6/28/2024
PROJECT NUMBER:	STP BP21(11)	PROJECT LEADER:	D.A. GINGRAS	DRAWN BY:	R.M. O'BRIEN
		DESIGNED BY:	R.M. O'BRIEN	CHECKED BY:	C.K. FORD
		ALIGNMENT SHEETS (3 OF 4)		SHEET	17 OF 67



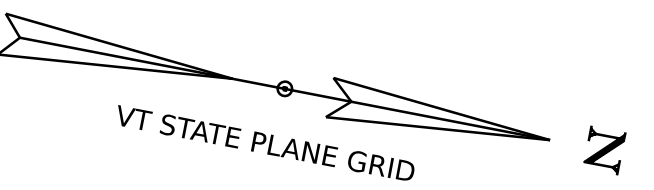
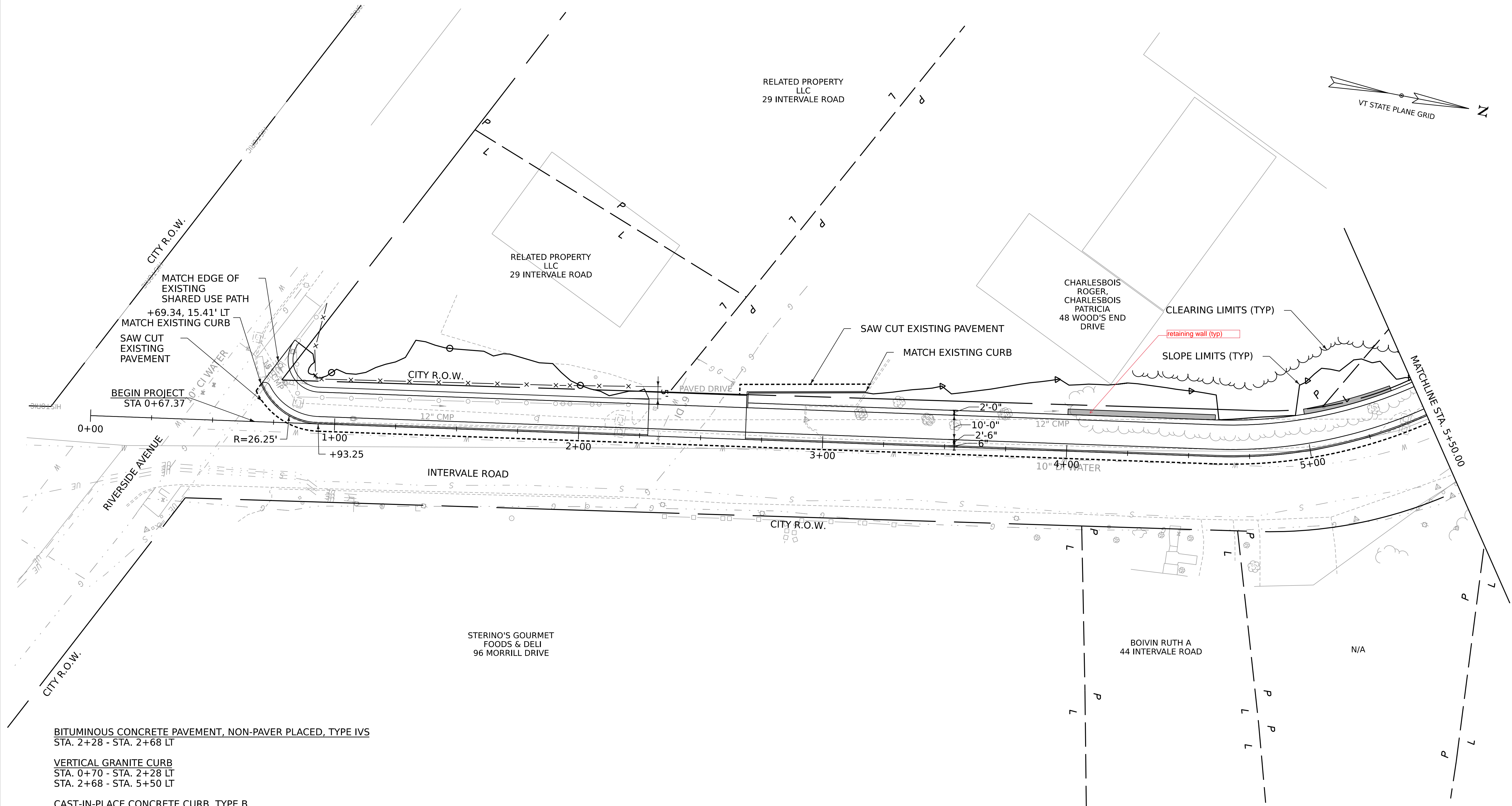
PROJECT NAME: BURLINGTON  
PROJECT NUMBER: STP BP21(11)

FILE NAME: z58842_bdr.ali.dgn  
PROJECT LEADER: D.A. GINGRAS  
DESIGNED BY: R.M. O'BRIEN  
ALIGNMENT SHEETS (4 OF 4)

PLOT DATE: 6/28/2024  
DRAWN BY: R.M. O'BRIEN  
CHECKED BY: C.K. FORD  
SHEET 18 OF 67



0 20 40  
SCALE IN FEET



BITUMINOUS CONCRETE PAVEMENT, NON-PAVER PLACED, TYPE IVS  
STA. 2+28 - STA. 2+68 LT

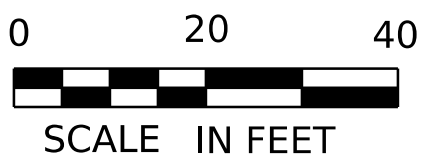
VERTICAL GRANITE CURB  
STA. 0+70 - STA. 2+28 LT  
STA. 2+68 - STA. 5+50 LT

CAST-IN-PLACE CONCRETE CURB, TYPE B  
STA. 2+68 - STA. 3+20 LT

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

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

RETAINING WALL, PRECAST CONCRETE  
STA. 4+00 - STA. 4+60 LT  
STA. 5+00 - STA. 5+40 LT



PROJECT NAME:	BURLINGTON	PLOT DATE:	6/28/2024
PROJECT NUMBER:	STP BP21(11)	DRAWN BY:	R.M. O'BRIEN
FILE NAME:	z58842_bdr_nu1.dgn	CHECKED BY:	C.K. FORD
PROJECT LEADER:	D.A. GINGRAS	SHEET	19 OF 67
DESIGNED BY:	R.M. O'BRIEN		
LAYOUT PLAN SHEET (1 OF 5)			



BITUMINOUS CONCRETE PAVEMENT, NON-PAVER PLACED, TYPE IVS  
STA. 7+41 - STA. 8+00 LT

VERTICAL GRANITE CURB  
STA. 5+50 - STA. 7+41 LT  
STA. 8+00 - STA. 9+48 LT (BY OTHERS)  
STA. 8+50 - STA. 9+48 LT (BY OTHERS)  
STA. 9+95 - STA. 11+00 LT (BY OTHERS)

Shown beginning  
at 8+48 in layout  
below.

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

REMOVING AND RESETTNG FENCE  
STA. 8+88 - STA. 10+00 LT (BY OTHERS)

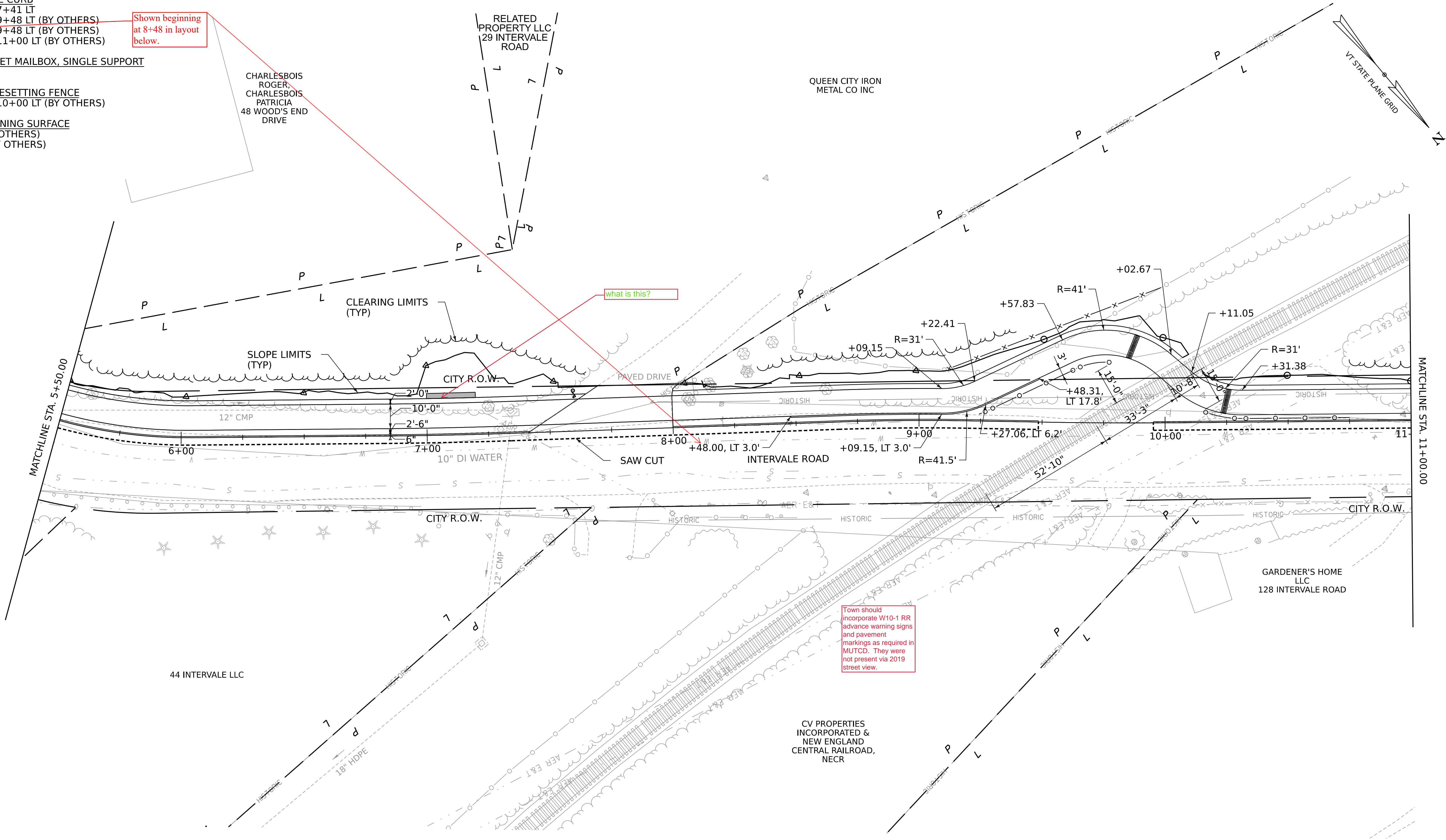
DETECTABLE WARNING SURFACE  
STA. 9+89 LT (BY OTHERS)  
STA. 10+23 LT (BY OTHERS)

CHARLESBOIS  
ROGER,  
CHARLESBOIS  
PATRICIA  
48 WOOD'S END  
DRIVE

RELATED  
PROPERTY LLC  
29 INTERVALE  
ROAD

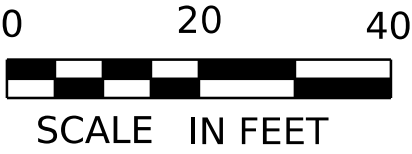
QUEEN CITY IRON  
METAL CO INC

VT STATE PLANE GRID



RETAINING WALL, PRECAST CONCRETE  
STA. 7+00 - STA. 7+20 LT

SQUARE STEEL FENCE (ORNAMENTAL FENCE, 4')  
STA. 9+25 - STA. 9+79 LT (BY OTHERS)  
STA. 10+15 - STA. 10+75 LT (BY OTHERS)

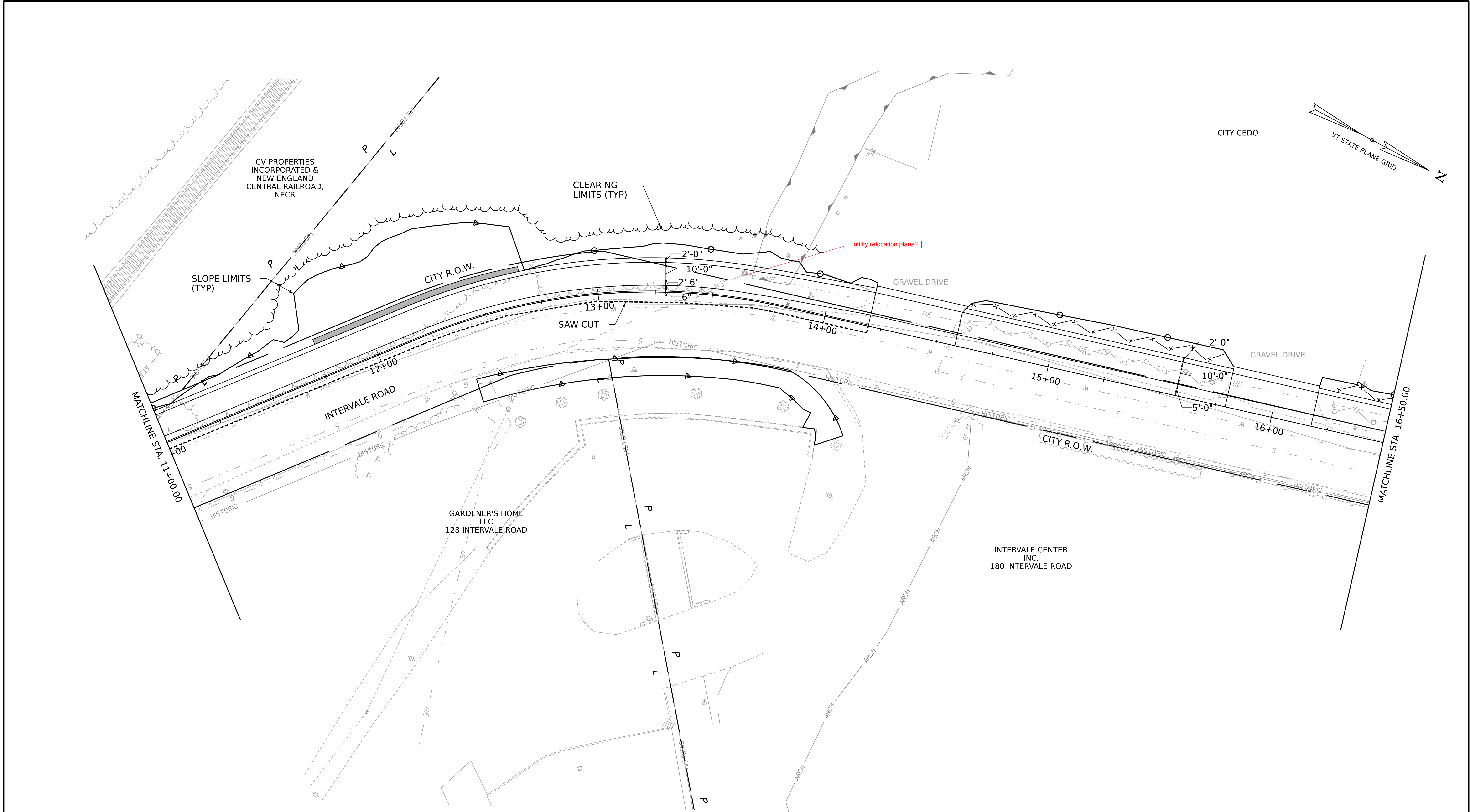


PROJECT NAME: BURLINGTON  
PROJECT NUMBER: STP BP21(11)

FILE NAME: z58842_bdr_nu1.dgn  
PROJECT LEADER: D.A. GINGRAS  
DESIGNED BY: R.M. O'BRIEN  
LAYOUT PLAN SHEET (2 OF 5)

PLOT DATE: 6/28/2024  
DRAWN BY: R.M. O'BRIEN  
CHECKED BY: C.K. FORD  
SHEET 20 OF 67



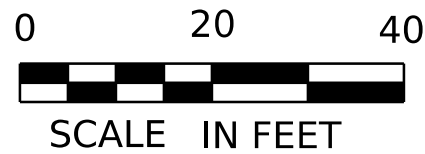


BITUMINOUS CONCRETE PAVEMENT, NON-PAVER PLACED, TYPE IVS  
STA. 14+19 - STA. 14+58 LT  
STA. 15+79 - STA. 16+18 LT

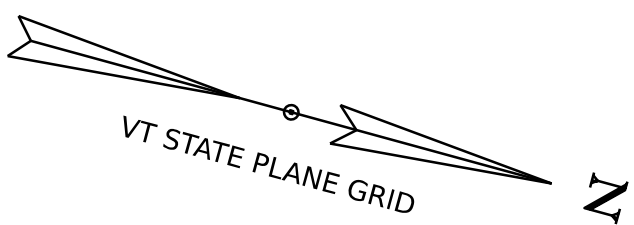
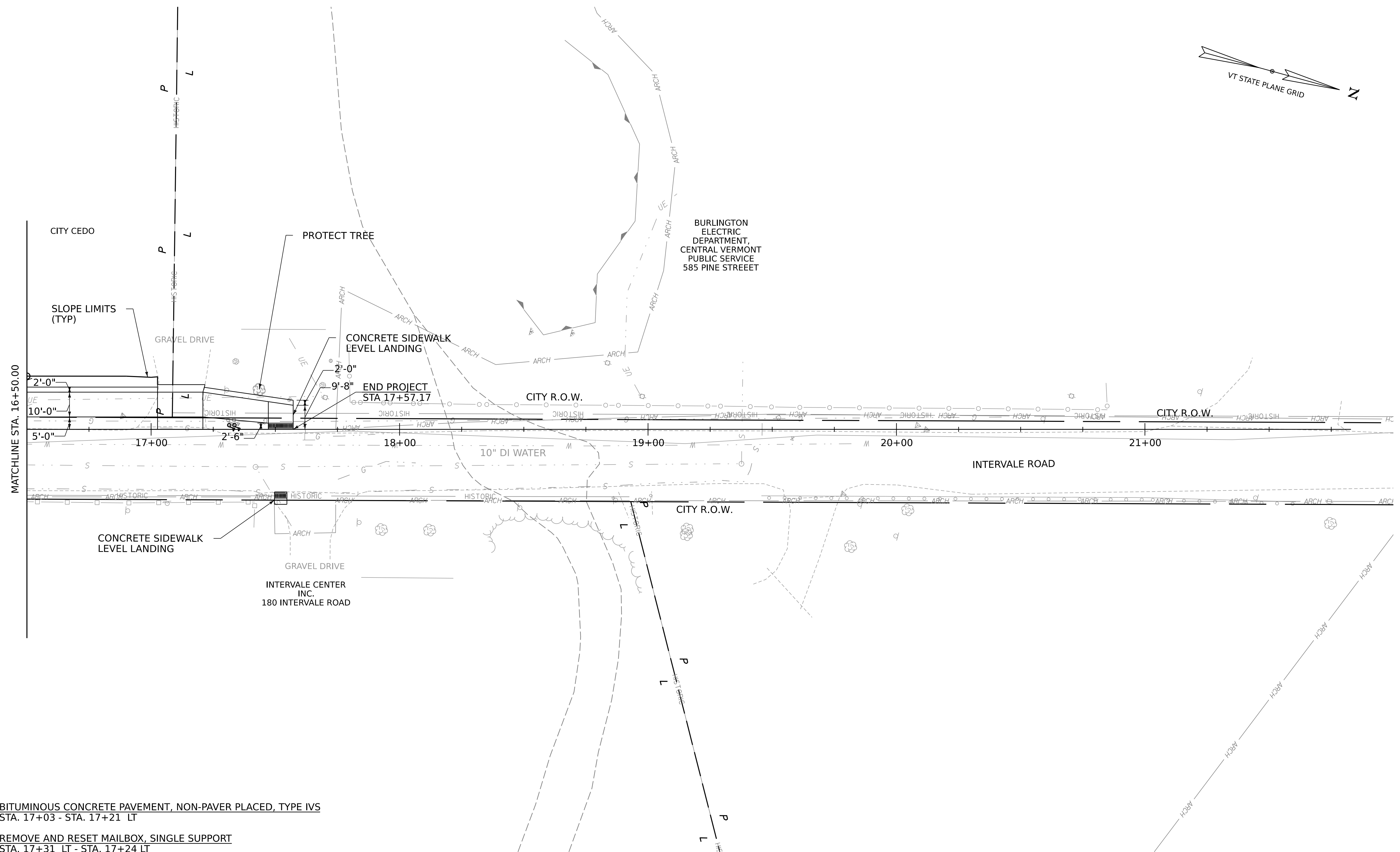
VERTICAL GRANITE CURB  
STA. 11+00 - STA. 14+19 LT

REMOVING AND RESETTNG FENCE  
STA. 14+60 - STA. 15+75 LT  
STA. 16+25 - STA. 16+50 LT

RETAINING WALL, PRECAST CONCRETE  
STA. 11+76 - STA. 12+68 LT



PROJECT NAME:	BURLINGTON		
PROJECT NUMBER:	STP BP21(11)		
FILE NAME:	z58842_bdr_nu1.dgn	PLOT DATE:	6/28/2024
PROJECT LEADER:	D.A. GINGRAS	DRAWN BY:	R.M. O'BRIEN
DESIGNED BY:	R.M. O'BRIEN	CHECKED BY:	C.K. FORD
LAYOUT PLAN SHEET (3 OF 5)		SHEET	21 OF 67



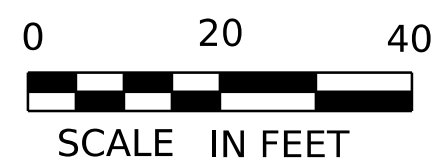
BITUMINOUS CONCRETE PAVEMENT, NON-PAVER PLACED, TYPE IVS  
STA. 17+03 - STA. 17+21 LT

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

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH  
STA. 17+47 - STA. 17+57 LT  
STA. 17+50 - STA. 17+55 RT

DETECTABLE WARNING SURFACE  
STA. 17+52 LT  
STA. 17+52 RT

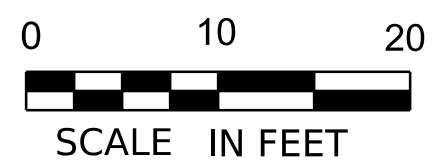
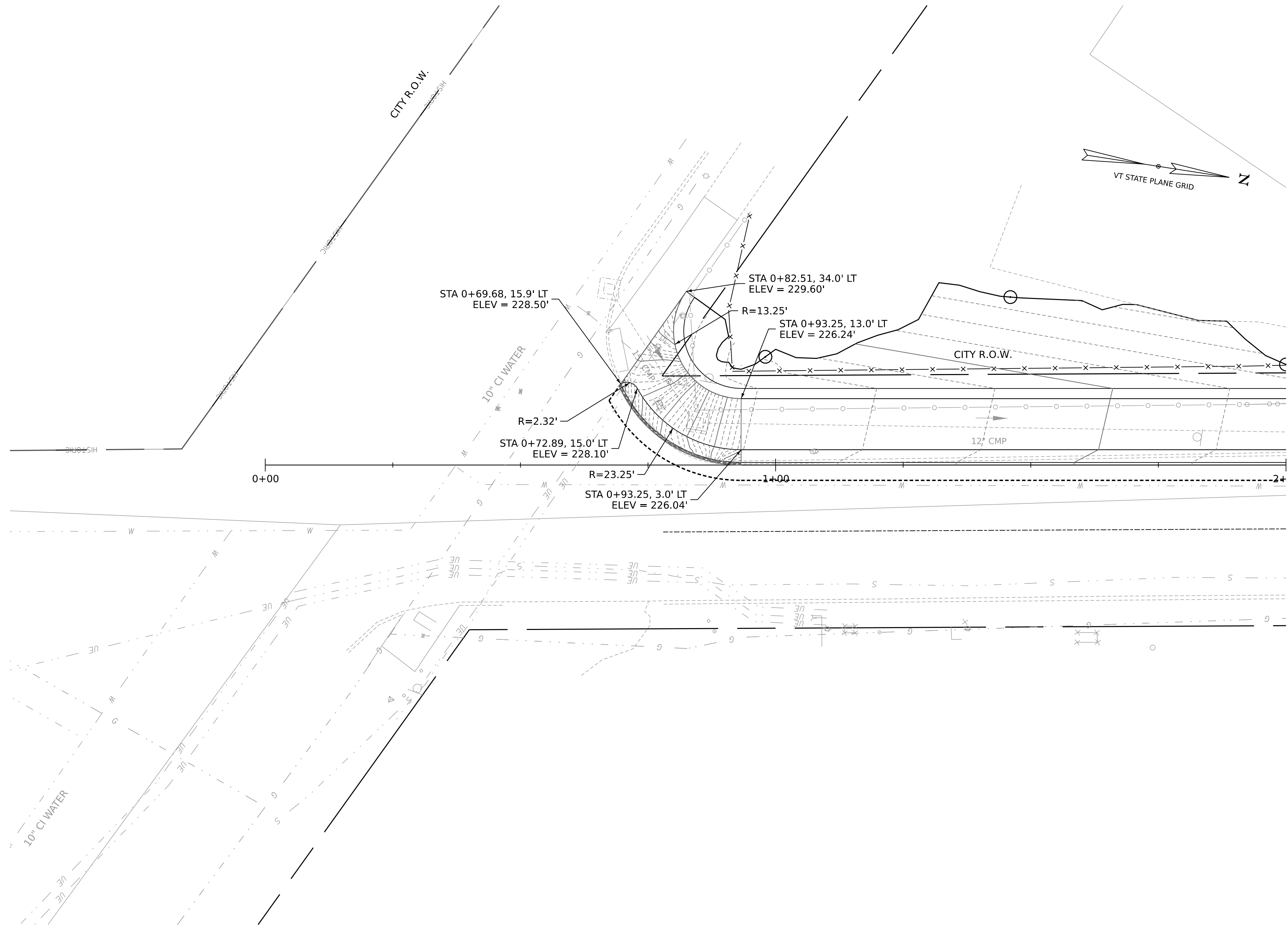
REMOVING AND RESETTING FENCE  
STA. 16+50 - STA. 16+53 LT



PROJECT NAME: **BURLINGTON**  
PROJECT NUMBER: **STP BP21(11)**

FILE NAME: z58842_bdr_nu1.dgn  
PROJECT LEADER: D.A. GINGRAS  
DESIGNED BY: R.M. O'BRIEN  
LAYOUT PLAN SHEET (4 OF 5)

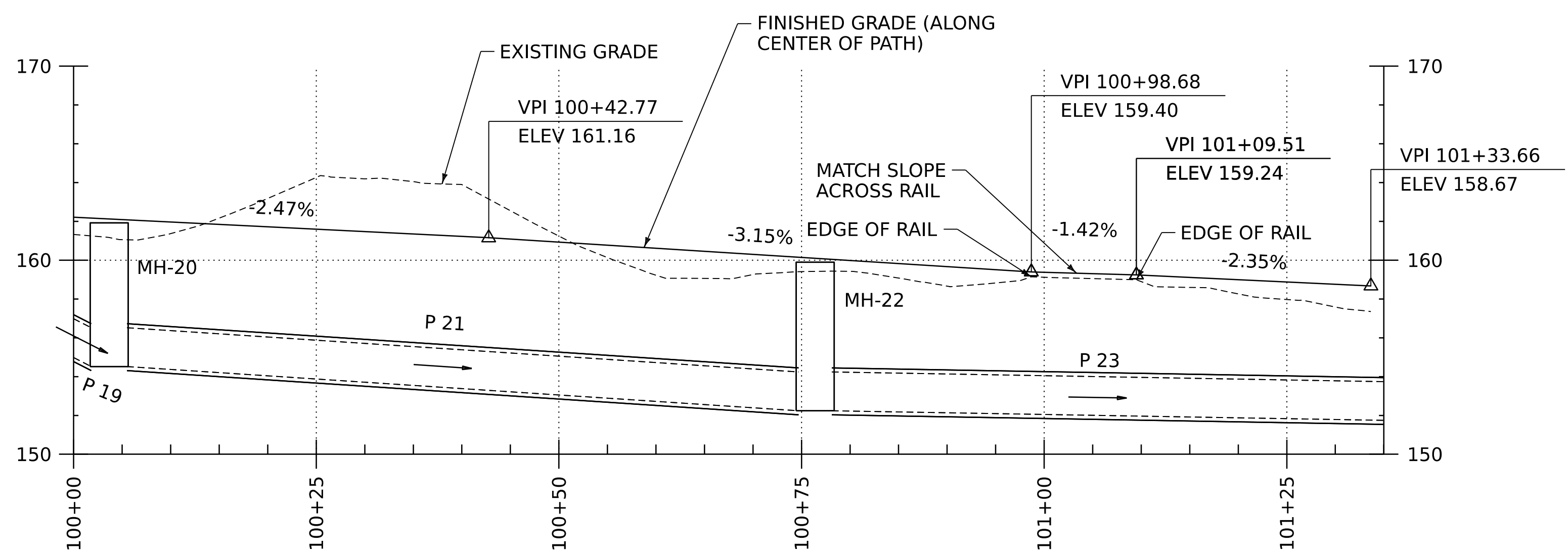
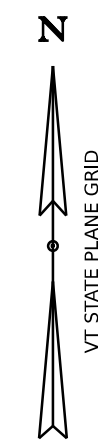
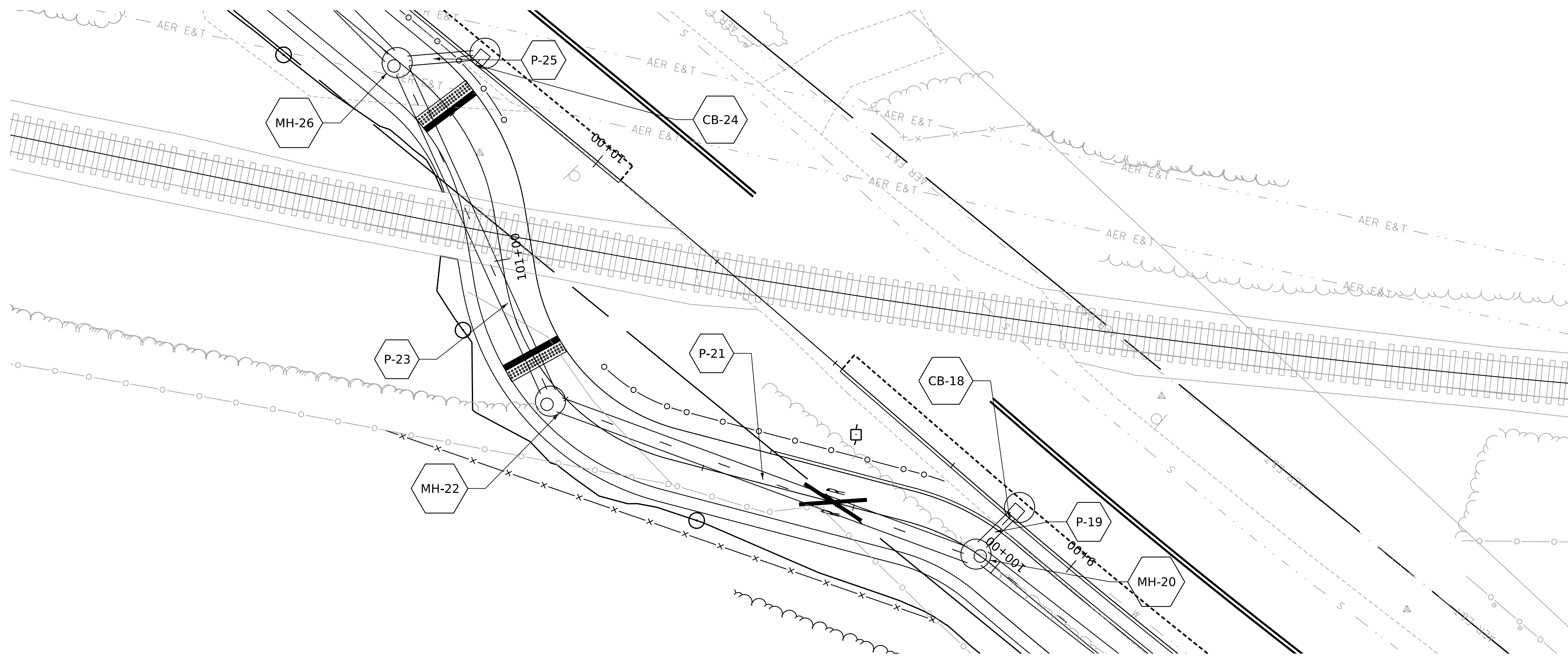
PLOT DATE: 6/28/2024  
DRAWN BY: R.M. O'BRIEN  
CHECKED BY: C.K. FORD  
SHEET 22 OF 67



PROJECT NAME: BURLINGTON  
PROJECT NUMBER: STP BP21(11)

FILE NAME: z58842_bdr_nu1_10.dgn  
PROJECT LEADER: D.A. GINGRAS  
DESIGNED BY: R.M. O'BRIEN  
RIVERSIDE AVE GRADING SHEET

PLOT DATE: 6/28/2024  
DRAWN BY: R.M. O'BRIEN  
CHECKED BY: C.K. FORD  
SHEET 23 OF 67

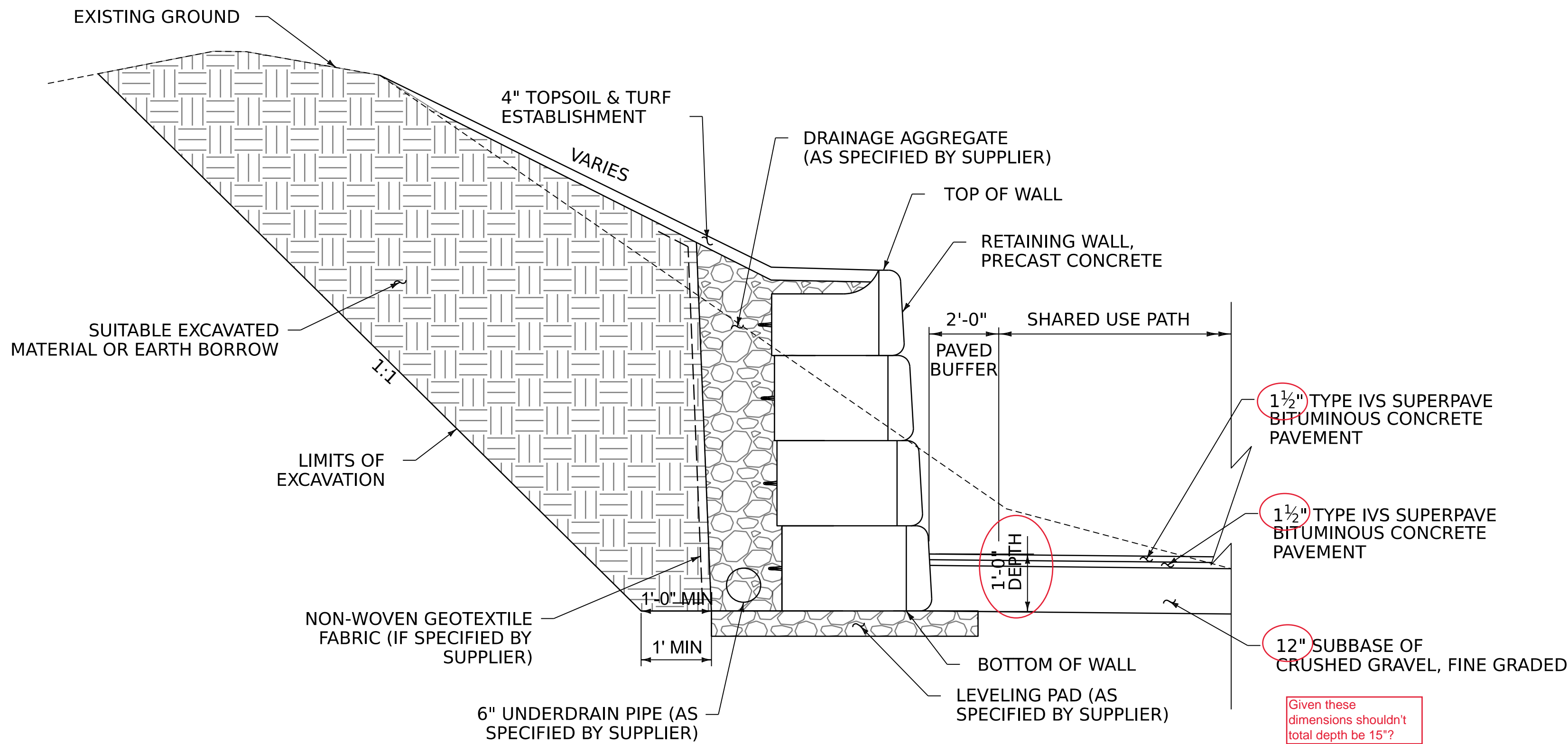
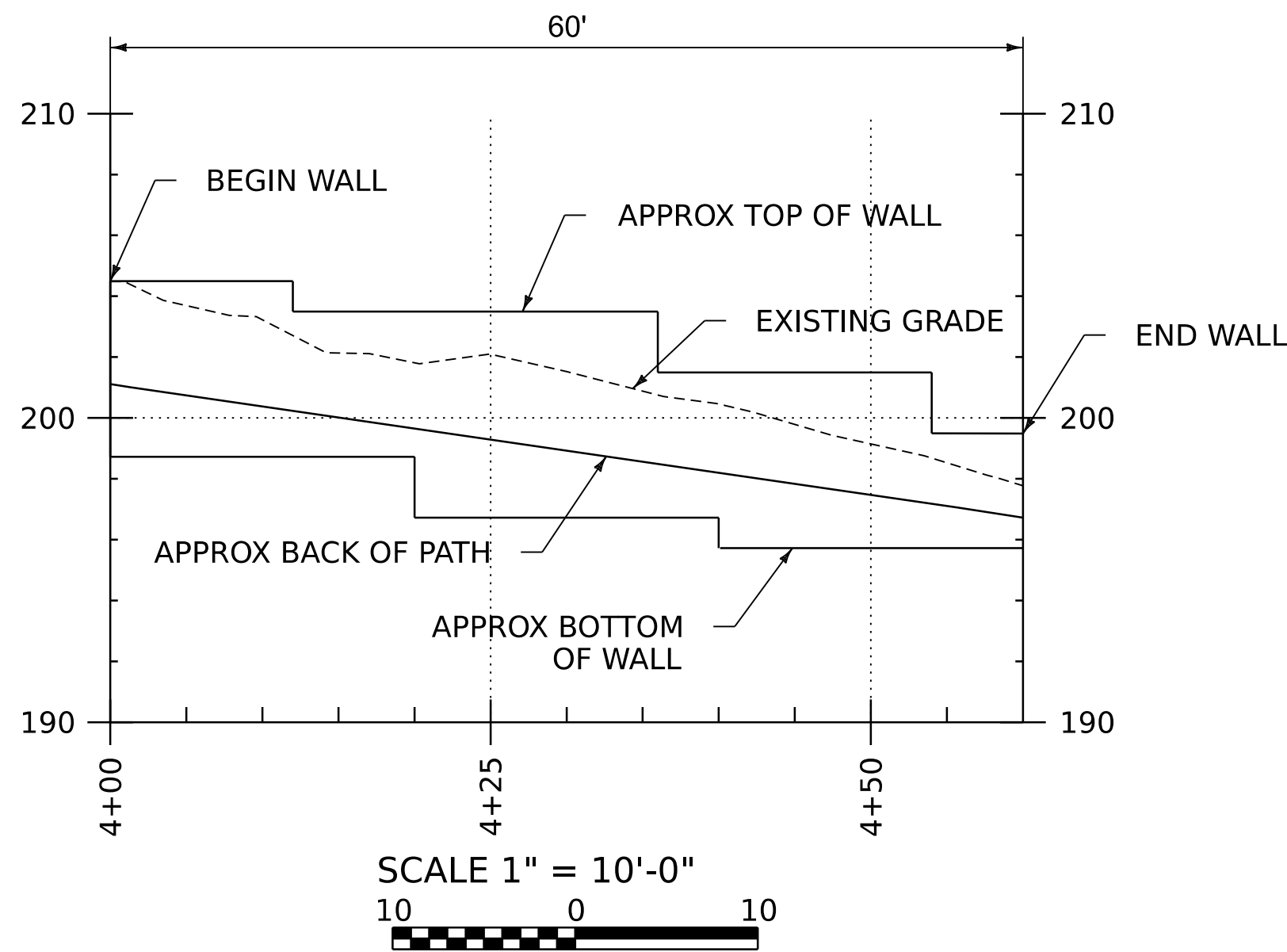


PROJECT NAME:	BURLINGTON	FILE NAME:	z58842_pro_railroad.dgn	PLOT DATE:	6/28/2024
PROJECT NUMBER:	STP BP21(11)	PROJECT LEADER:	D.A. GINGRAS	DRAWN BY:	R.M. O'BRIEN
		DESIGNED BY:	R.M. O'BRIEN	CHECKED BY:	C.K. FORD
		RAILROAD CROSSING SHEET		SHEET	24 OF 67



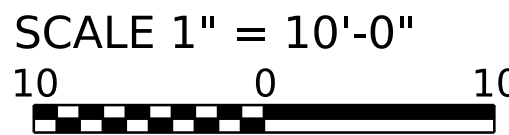
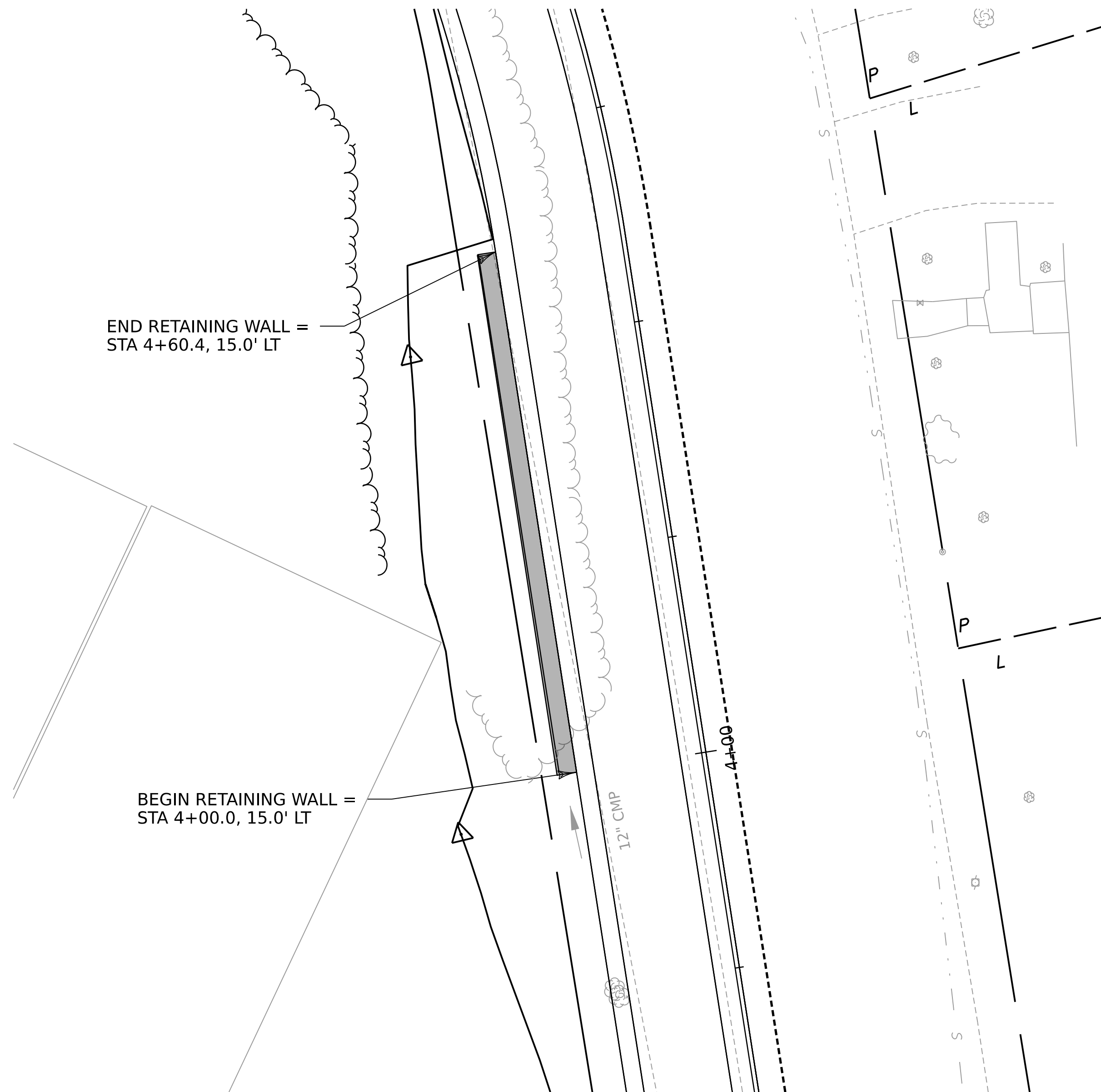
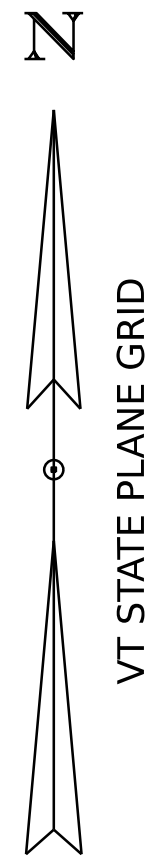


*NOTE: TOP AND BOTTOM OF WALL SHOWN FOR REFERENCE ONLY. FINAL ELEVATIONS TO BE DETERMINED BY WALL DESIGNER AND MANUFACTURER REQUIREMENTS.



PRECAST CONCRETE RETAINING WALL DETAIL

N.T.S.



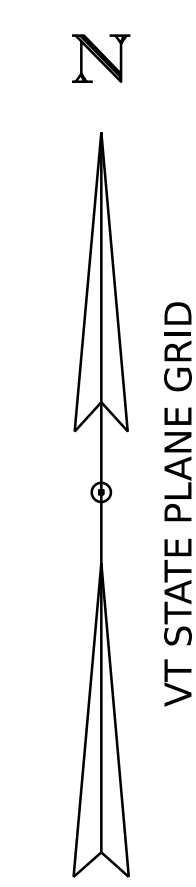
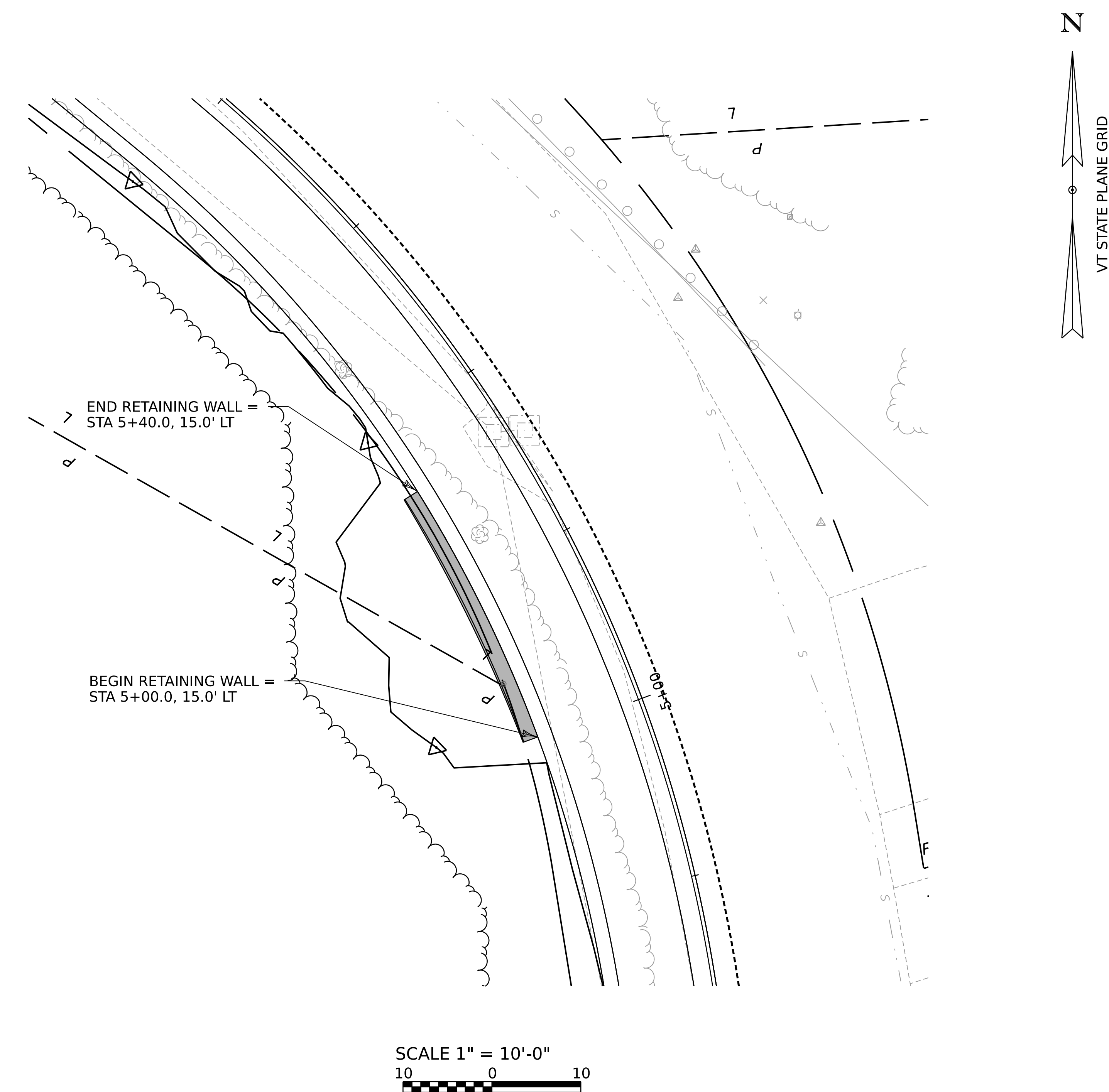
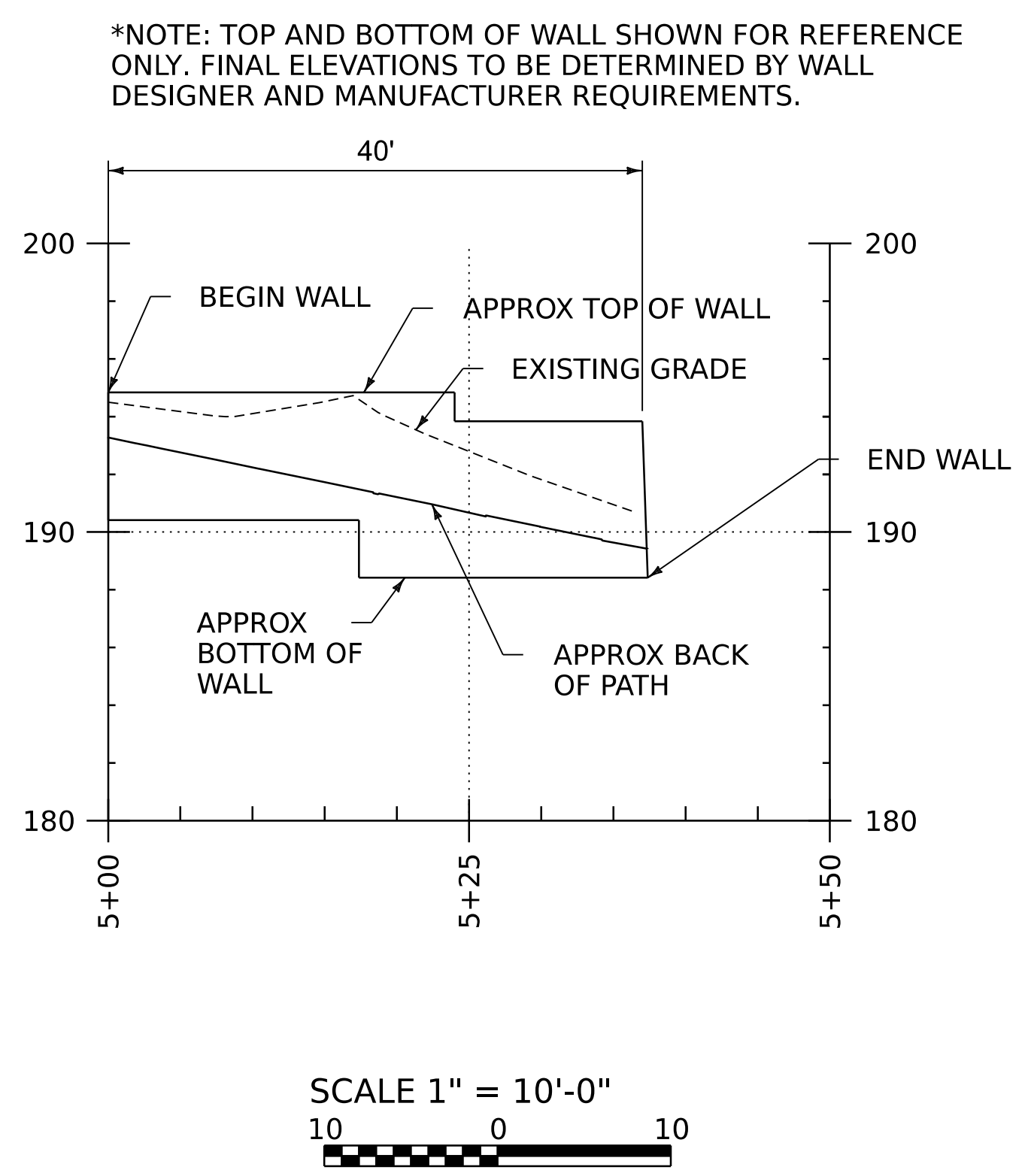
PROJECT NAME: BURLINGTON  
PROJECT NUMBER: STP BP21(11)

FILE NAME: z58842_pro_wall.dgn  
PROJECT LEADER: D.A. GINGRAS  
DESIGNED BY: R.M. O'BRIEN  
RETAINING WALL PROFILE SHEET (1 OF 4)

PLOT DATE: 6/28/2024  
DRAWN BY: R.M. O'BRIEN  
CHECKED BY: C.K. FORD  
SHEET 25 OF 67

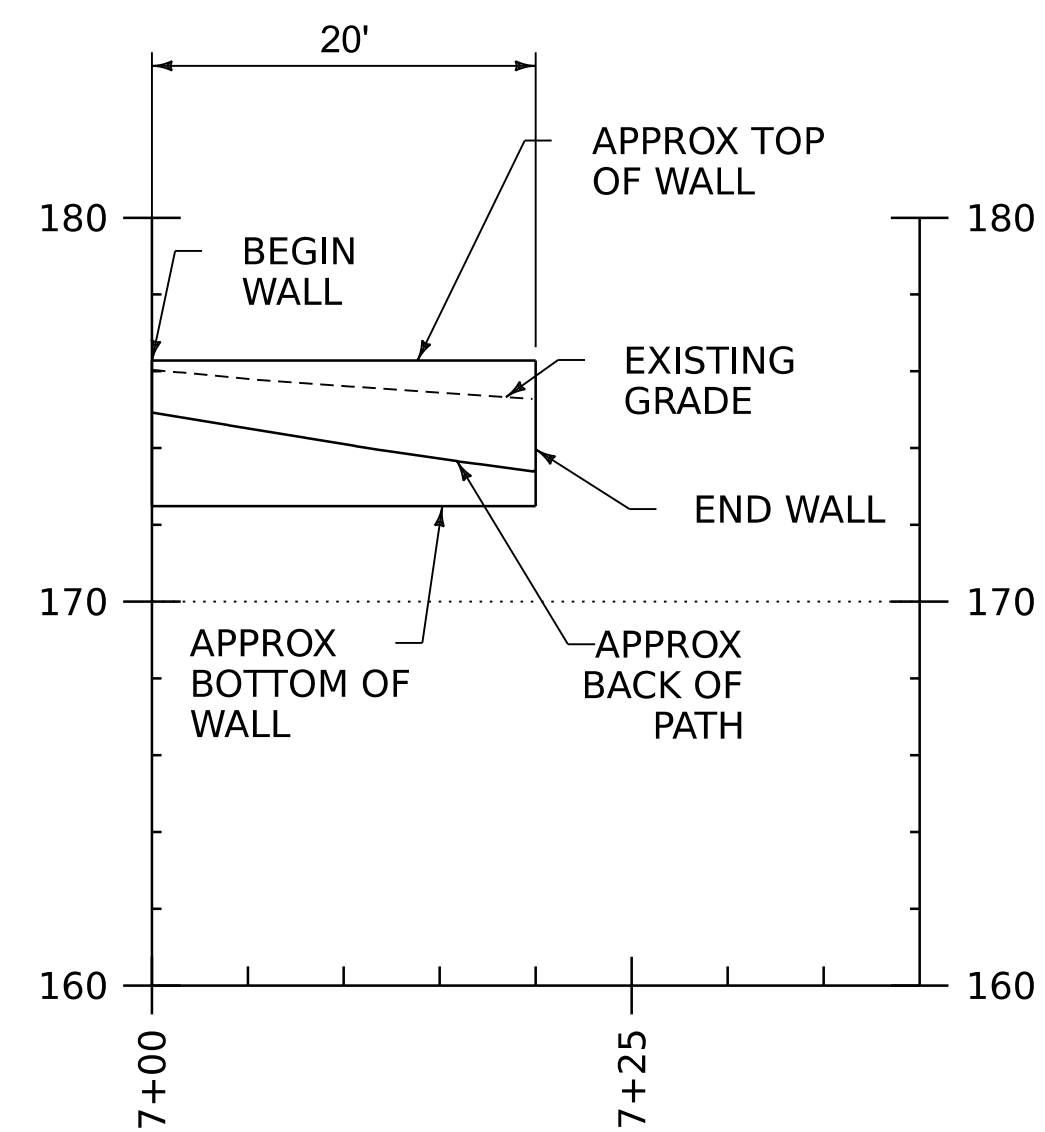




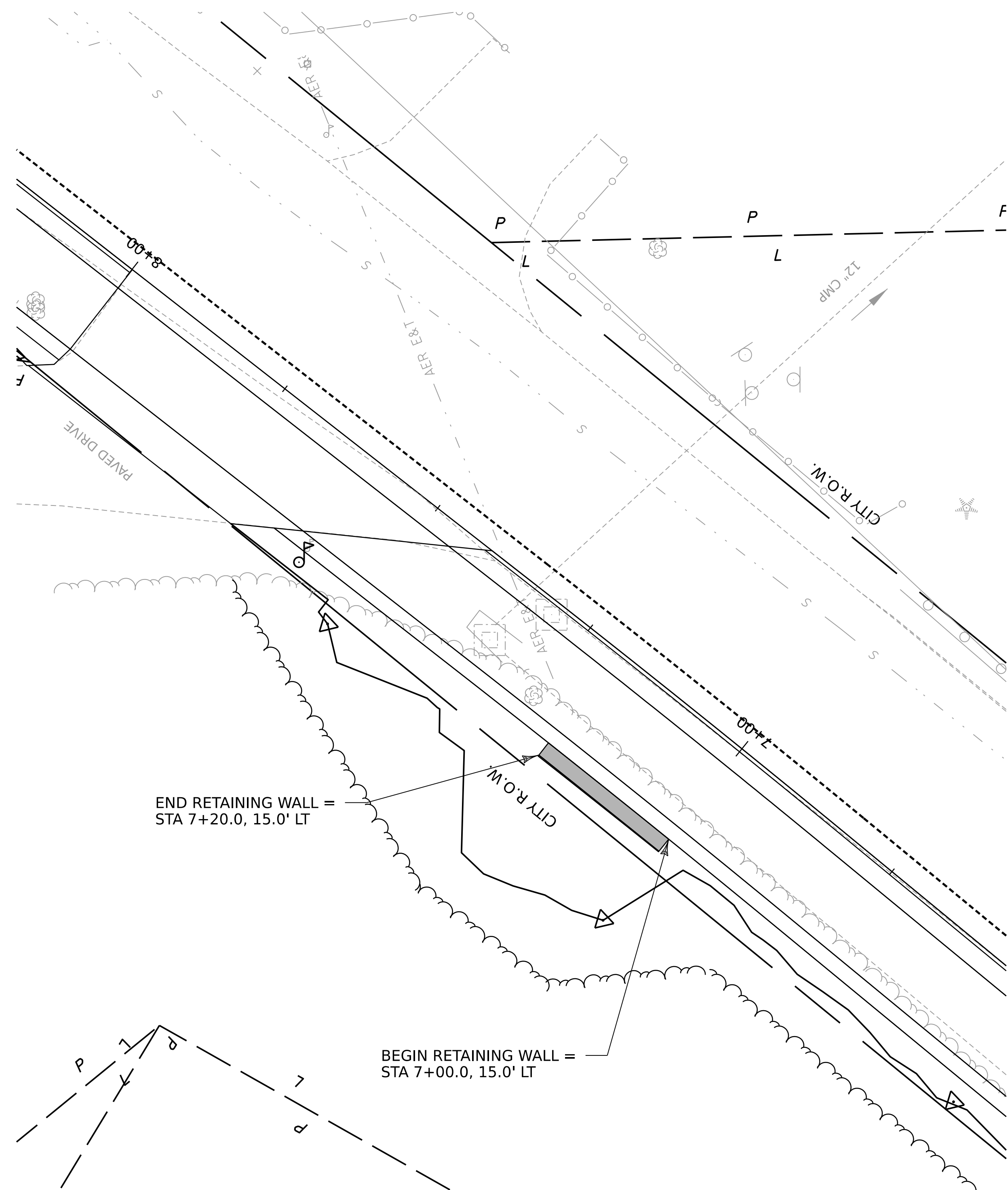


PROJECT NAME:	BURLINGTON	FILE NAME:	z58842_pro_wall.dgn	PLOT DATE:	6/28/2024
PROJECT NUMBER:	STP BP21(11)	PROJECT LEADER:	D.A. GINGRAS	DRAWN BY:	R.M. O'BRIEN
		DESIGNED BY:	R.M. O'BRIEN	CHECKED BY:	C.K. FORD
		RETAINING WALL PROFILE SHEET (2 OF 4)		SHEET	26 OF 67

*NOTE: TOP AND BOTTOM OF WALL SHOWN FOR REFERENCE ONLY. FINAL ELEVATIONS TO BE DETERMINED BY WALL DESIGNER AND MANUFACTURER REQUIREMENTS.



SCALE 1" = 10'-0"  
10 0 10



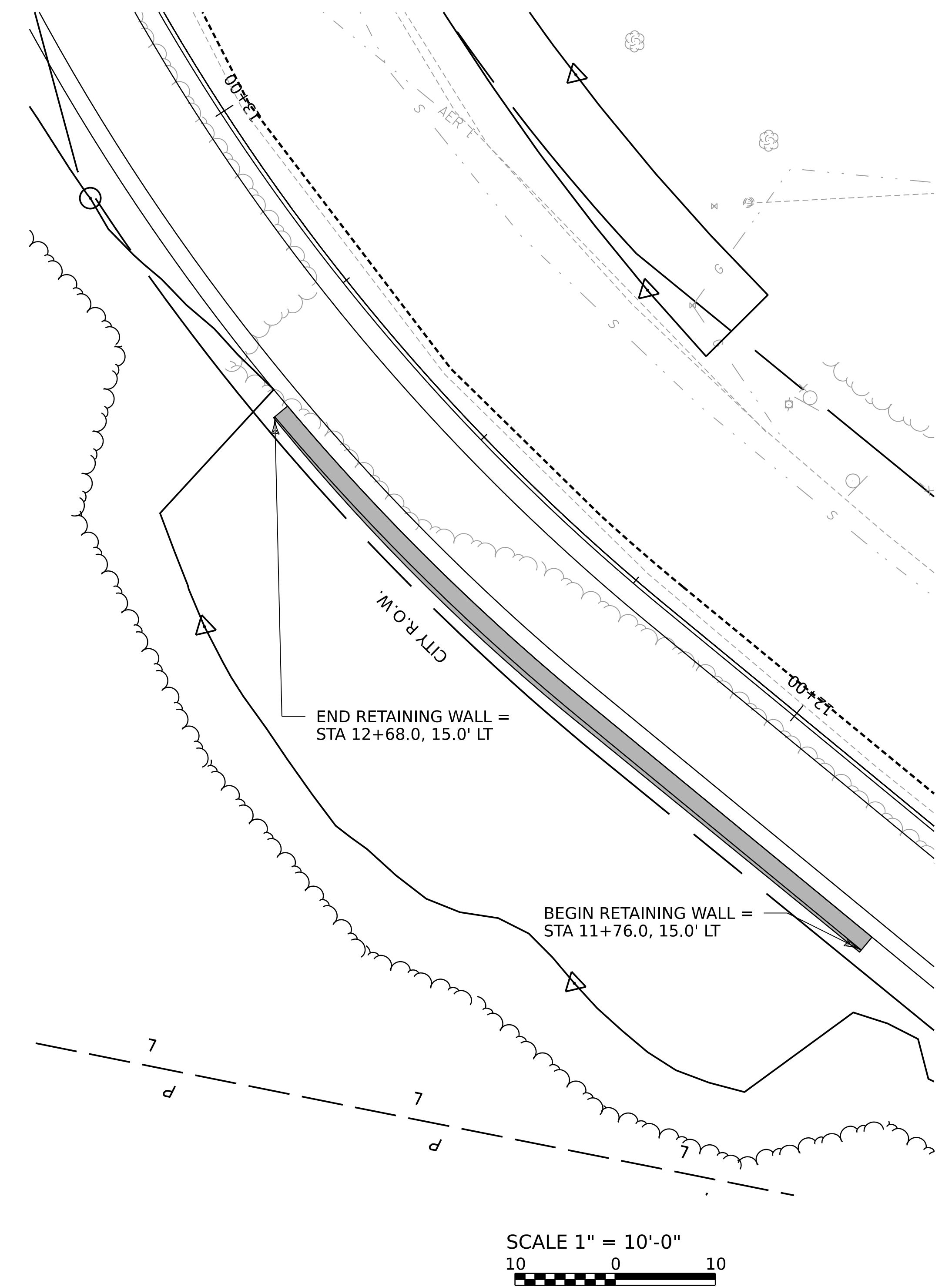
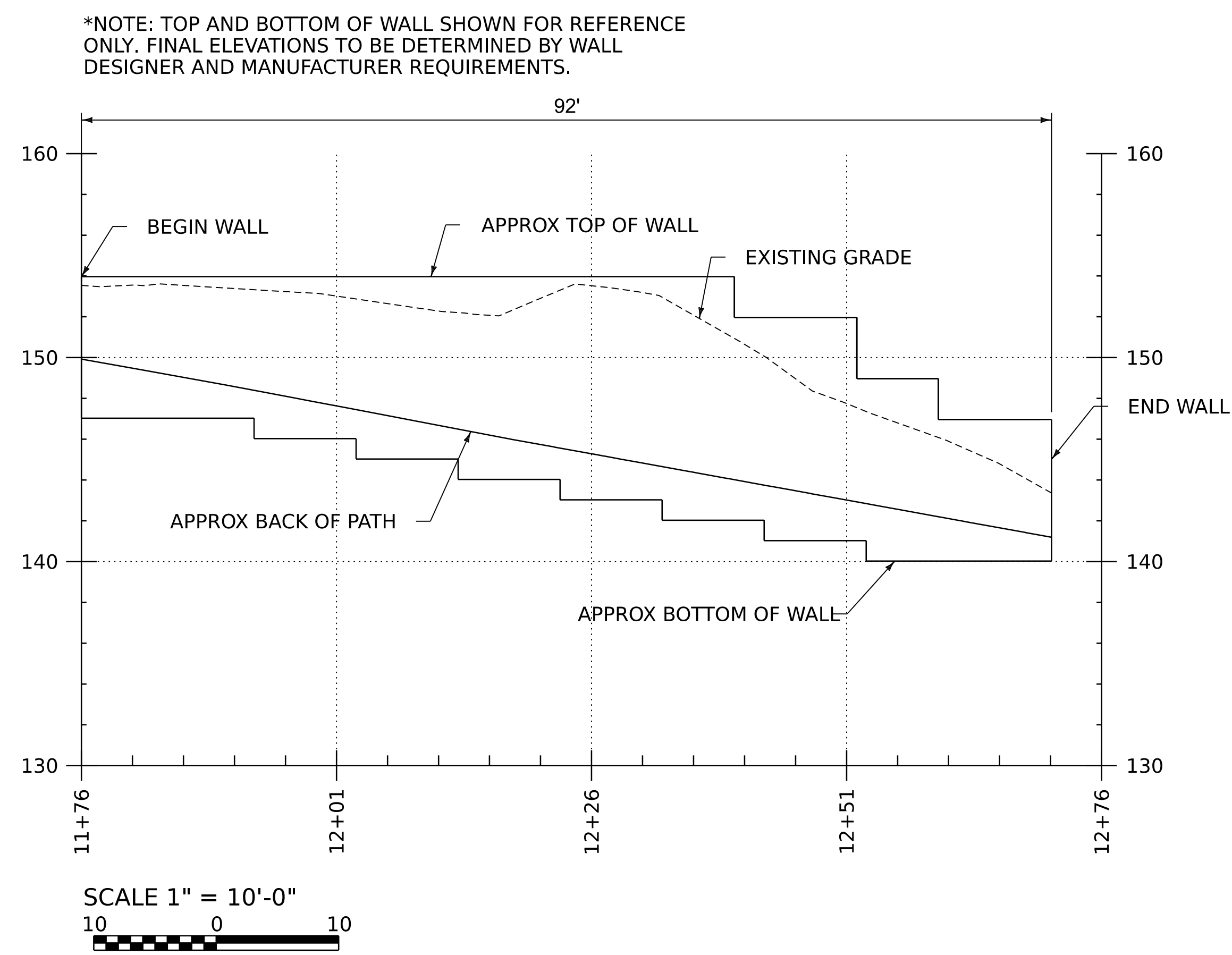
SCALE 1" = 10'-0"  
10 0 10



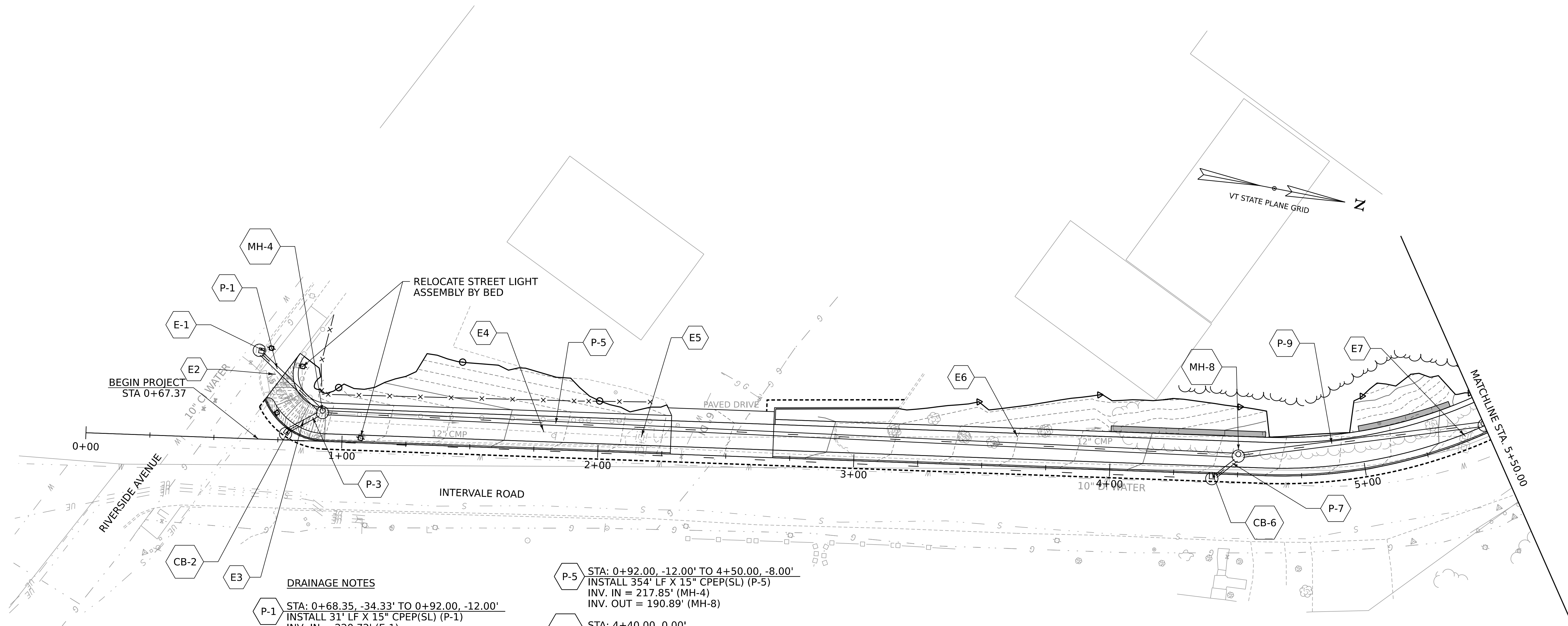
PROJECT NAME: BURLINGTON  
PROJECT NUMBER: STP BP21(11)

FILE NAME: z58842_pro_wall.dgn  
PROJECT LEADER: D.A. GINGRAS  
DESIGNED BY: R.M. O'BRIEN  
RETAINING WALL PROFILE SHEET (3 OF 4)

PLOT DATE: 6/28/2024  
DRAWN BY: R.M. O'BRIEN  
CHECKED BY: C.K. FORD  
SHEET 27 OF 67



PROJECT NAME:	BURLINGTON	PLOT DATE:	6/28/2024
PROJECT NUMBER:	STP BP21(11)	DRAWN BY:	R.M. O'BRIEN
FILE NAME:	z58842_pro_wall.dgn	CHECKED BY:	C.K. FORD
PROJECT LEADER:	D.A. GINGRAS	SHEET	28 OF 67
DESIGNED BY:	R.M. O'BRIEN		
RETAINING WALL PROFILE SHEET (4 OF 4)			



**DRAINAGE NOTES**

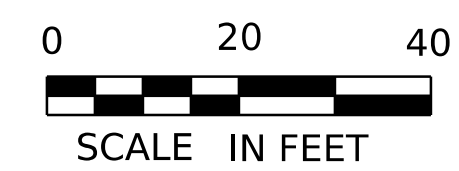
- P-1** STA: 0+68.35, -34.33' TO 0+92.00, -12.00'  
INSTALL 31' LF X 15" CPEP(SL) (P-1)  
INV. IN = 220.72' (E-1)  
INV. OUT = 217.85' (MH-4)
- CB-2** STA: 0+79.00, -4.00'  
INSTALL 4' DIA. CB (CB-2)  
RIM = 226.55'; NEW CAST IRON GRATE, TYPE D  
15" INV. OUT = 218.55' (MH-4)
- P-3** STA: 0+79.00, -4.00' TO 0+92.00, -12.00'  
INSTALL 13' LF X 15" CPEP(SL) (P-3)  
INV. IN = 218.55' (CB-2)  
INV. OUT = 217.85' (MH-4)
- MH-4** STA: 0+92.00, -12.00'  
INSTALL 4' DIA. DMH (MH-4)  
RIM = 226.08'; NEW CAST IRON COVER  
15" INV. OUT = 217.85' (MH-8)  
15" INV. IN = 217.85' (E-1)  
15" INV. IN = 217.85' (CB-2)

- P-5** STA: 0+92.00, -12.00' TO 4+50.00, -8.00'  
INSTALL 354' LF X 15" CPEP(SL) (P-5)  
INV. IN = 217.85' (MH-4)  
INV. OUT = 190.89' (MH-8)
- CB-6** STA: 4+40.00, 0.00'  
INSTALL 4' DIA. CB (CB-6)  
RIM = 197.03'; NEW CAST IRON GRATE, TYPE D  
12" INV. OUT = 191.03' (MH-8)
- P-7** STA: 4+40.00, 0.00' TO 4+50.00, -8.00'  
INSTALL 10' LF X 12" CPEP(SL) (P-7)  
INV. IN = 191.03' (CB-6)  
INV. OUT = 190.89' (MH-8)
- MH-8** STA: 4+50.00, -8.00'  
INSTALL 4' DIA. DMH (MH-8)  
RIM = 197.37'; NEW CAST IRON COVER  
18" INV. OUT = 190.89' (MH-10)  
15" INV. IN = 190.89' (MH-4)  
12" INV. IN = 190.89' (CB-6)
- P-9** STA: 4+50.00, -8.00' TO 5+50.00, -4.00'  
INSTALL 93' LF X 18" CPEP(SL) (P-9)  
INV. IN = 190.89' (MH-8)  
INV. OUT = 181.65' (MH-10)

- E1** STA. 0+67, LT. 34.5'  
RETAIN CB
- E2** STA. 0+67, LT. 34.5' TO STA. 0+85, LT. 8.3'  
REMOVE 30 LF X 15" CMP
- E3** STA. 0+85, LT. 8.3'  
REMOVE CB
- E4** STA. 0+85, LT. 8.3' TO STA. 2+17, LT. 6.1'  
REMOVE 130 LF X 12" CMP
- E5** STA. 2+17, LT. 6.1'  
REMOVE CB
- E6** STA. 2+17, LT. 6.1' TO STA. 5+41, LT 2.0'  
REMOVE 320 LF X 12" CMP
- E7** STA. 5+41, LT 2.0'  
REMOVE CB

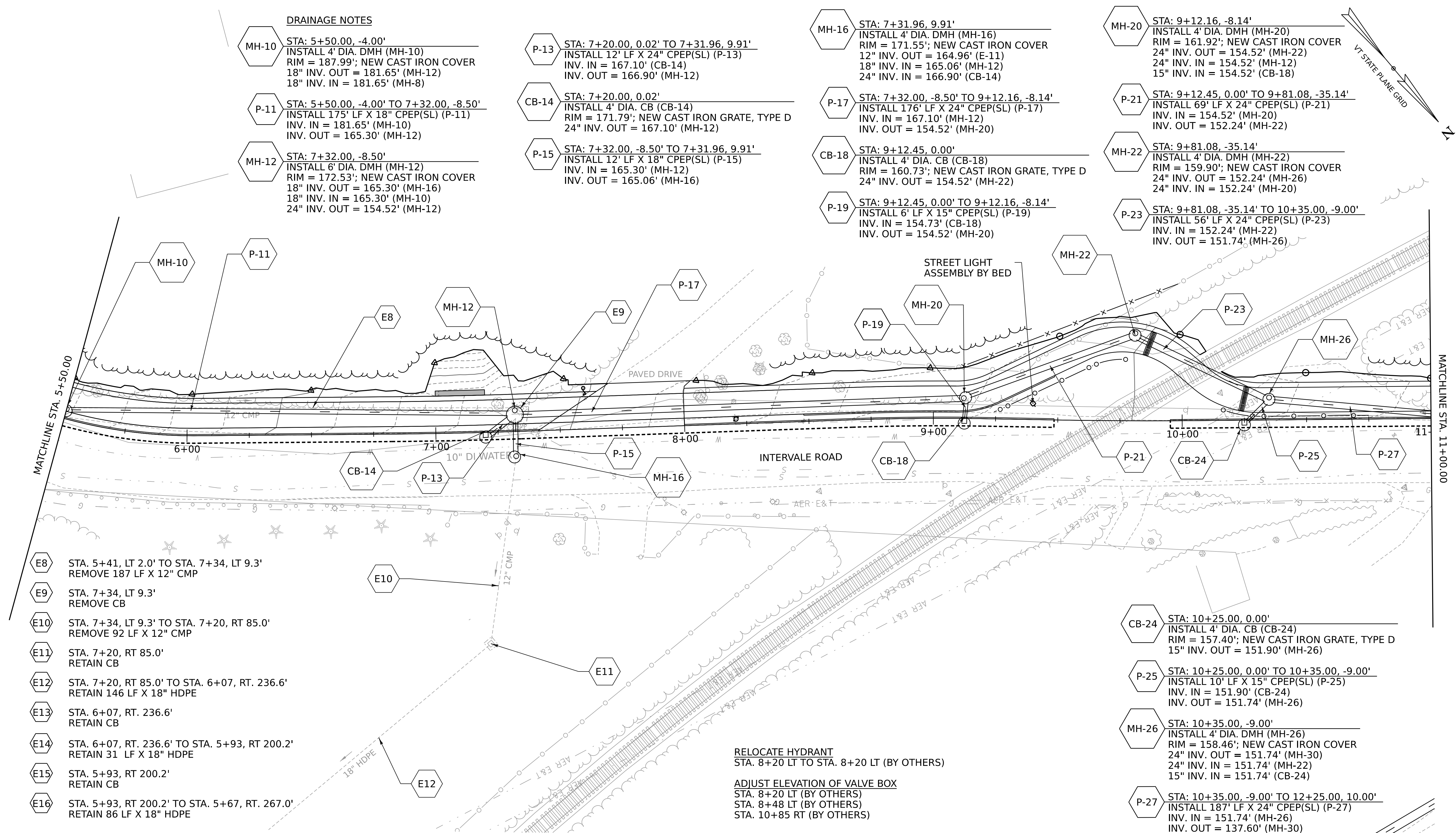
Please show  
symbol on layout  
above.

- PEDESTRIAN SIGNAL ASSEMBLY**  
STA. 0+77 LT TO STA. 0+71 LT
- ADJUST ELEVATION OF VALVE BOX**  
STA. 1+39 LT
- REMOVE HYDRANT**  
STA. 0+79 LT
- HYDRANT, ALL-INCLUSIVE**  
STA. 0+74 LT



PROJECT NAME:	BURLINGTON	PLOT DATE:	6/28/2024
PROJECT NUMBER:	STP BP21(11)	DRAWN BY:	R.M. O'BRIEN
FILE NAME:	z58842_bdr_drn.dgn	CHECKED BY:	C.K. FORD
PROJECT LEADER:	D.A. GINGRAS		
DESIGNED BY:	R.M. O'BRIEN		
DRAINAGE & UTILITIES LAYOUT SHEET (1 OF 5)		SHEET	29 OF 67





DRAINAGE NOTES

- MH-10 STA: 5+50.00, -4.00'  
INSTALL 4' DIA. DMH (MH-10)  
RIM = 187.99'; NEW CAST IRON COVER  
18" INV. OUT = 181.65' (MH-12)  
18" INV. IN = 181.65' (MH-8)
- P-11 STA: 5+50.00, -4.00' TO 7+32.00, -8.50'  
INSTALL 175' LF X 18" CPEP(SL) (P-11)  
INV. IN = 181.65' (MH-10)  
INV. OUT = 165.30' (MH-12)
- MH-12 STA: 7+32.00, -8.50'  
INSTALL 6' DIA. DMH (MH-12)  
RIM = 172.53'; NEW CAST IRON COVER  
18" INV. OUT = 165.30' (MH-16)  
18" INV. IN = 165.30' (MH-10)  
24" INV. OUT = 154.52' (MH-12)

- P-13 STA: 7+20.00, 0.02' TO 7+31.96, 9.91'  
INSTALL 12' LF X 24" CPEP(SL) (P-13)  
INV. IN = 167.10' (CB-14)  
INV. OUT = 166.90' (MH-12)
- CB-14 STA: 7+20.00, 0.02'  
INSTALL 4' DIA. CB (CB-14)  
RIM = 171.79'; NEW CAST IRON GRATE, TYPE D  
24" INV. OUT = 167.10' (MH-12)
- P-15 STA: 7+32.00, -8.50' TO 7+31.96, 9.91'  
INSTALL 12' LF X 18" CPEP(SL) (P-15)  
INV. IN = 165.30' (MH-12)  
INV. OUT = 165.06' (MH-16)

- MH-16 STA: 7+31.96, 9.91'  
INSTALL 4' DIA. DMH (MH-16)  
RIM = 171.55'; NEW CAST IRON COVER  
12" INV. OUT = 164.96' (E-11)  
18" INV. IN = 165.06' (MH-12)  
24" INV. IN = 166.90' (CB-14)
- P-17 STA: 7+32.00, -8.50' TO 9+12.16, -8.14'  
INSTALL 176' LF X 24" CPEP(SL) (P-17)  
INV. IN = 167.10' (MH-12)  
INV. OUT = 154.52' (MH-20)
- CB-18 STA: 9+12.45, 0.00'  
INSTALL 4' DIA. CB (CB-18)  
RIM = 160.73'; NEW CAST IRON GRATE, TYPE D  
24" INV. OUT = 154.52' (MH-22)
- P-19 STA: 9+12.45, 0.00' TO 9+12.16, -8.14'  
INSTALL 6' LF X 15" CPEP(SL) (P-19)  
INV. IN = 154.73' (CB-18)  
INV. OUT = 154.52' (MH-20)

- MH-20 STA: 9+12.16, -8.14'  
INSTALL 4' DIA. DMH (MH-20)  
RIM = 161.92'; NEW CAST IRON COVER  
24" INV. OUT = 154.52' (MH-22)  
24" INV. IN = 154.52' (MH-12)  
15" INV. IN = 154.52' (CB-18)
- P-21 STA: 9+12.45, 0.00' TO 9+81.08, -35.14'  
INSTALL 69' LF X 24" CPEP(SL) (P-21)  
INV. IN = 154.52' (MH-20)  
INV. OUT = 152.24' (MH-22)
- MH-22 STA: 9+81.08, -35.14'  
INSTALL 4' DIA. DMH (MH-22)  
RIM = 159.90'; NEW CAST IRON COVER  
24" INV. OUT = 152.24' (MH-26)  
24" INV. IN = 152.24' (MH-20)
- P-23 STA: 9+81.08, -35.14' TO 10+35.00, -9.00'  
INSTALL 56' LF X 24" CPEP(SL) (P-23)  
INV. IN = 152.24' (MH-22)  
INV. OUT = 151.74' (MH-26)

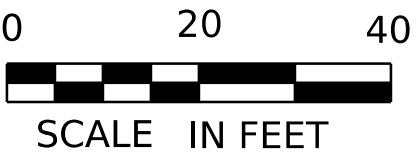
- E8 STA. 5+41, LT 2.0' TO STA. 7+34, LT 9.3'  
REMOVE 187 LF X 12" CMP
- E9 STA. 7+34, LT 9.3'  
REMOVE CB
- E10 STA. 7+34, LT 9.3' TO STA. 7+20, RT 85.0'  
REMOVE 92 LF X 12" CMP
- E11 STA. 7+20, RT 85.0'  
RETAIN CB
- E12 STA. 7+20, RT 85.0' TO STA. 6+07, RT. 236.6'  
RETAIN 146 LF X 18" HDPE
- E13 STA. 6+07, RT. 236.6'  
RETAIN CB
- E14 STA. 6+07, RT. 236.6' TO STA. 5+93, RT 200.2'  
RETAIN 31 LF X 18" HDPE
- E15 STA. 5+93, RT 200.2'  
RETAIN CB
- E16 STA. 5+93, RT 200.2' TO STA. 5+67, RT. 267.0'  
RETAIN 86 LF X 18" HDPE

RELOCATE HYDRANT  
STA. 8+20 LT TO STA. 8+20 LT (BY OTHERS)

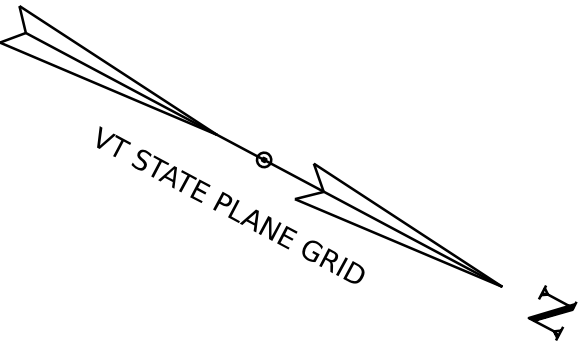
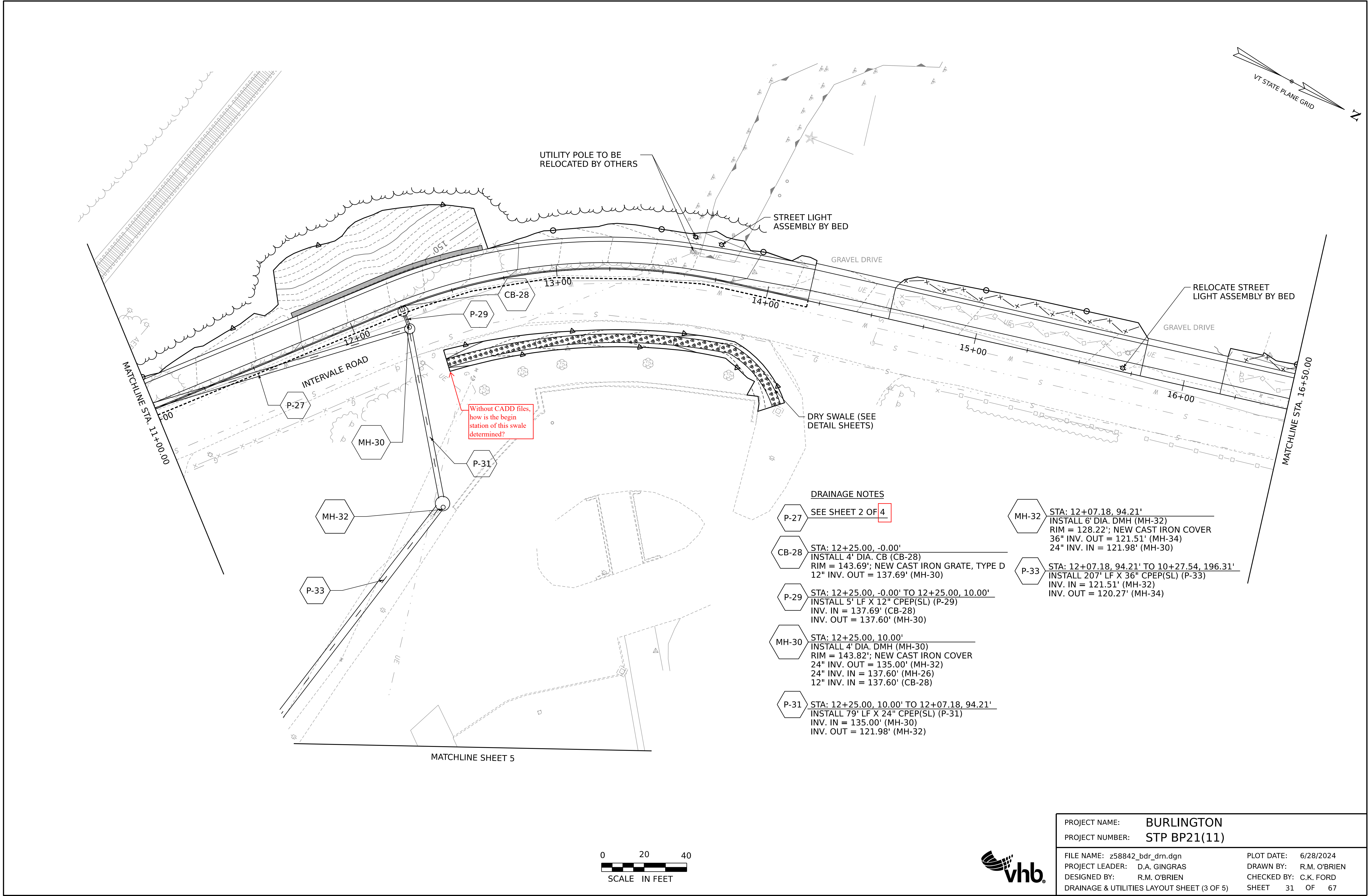
ADJUST ELEVATION OF VALVE BOX  
STA. 8+20 LT (BY OTHERS)  
STA. 8+48 LT (BY OTHERS)  
STA. 10+85 RT (BY OTHERS)

- CB-24 STA: 10+25.00, 0.00'  
INSTALL 4' DIA. CB (CB-24)  
RIM = 157.40'; NEW CAST IRON GRATE, TYPE D  
15" INV. OUT = 151.90' (MH-26)
- P-25 STA: 10+25.00, 0.00' TO 10+35.00, -9.00'  
INSTALL 10' LF X 15" CPEP(SL) (P-25)  
INV. IN = 151.90' (CB-24)  
INV. OUT = 151.74' (MH-26)
- MH-26 STA: 10+35.00, -9.00'  
INSTALL 4' DIA. DMH (MH-26)  
RIM = 158.46'; NEW CAST IRON COVER  
24" INV. OUT = 151.74' (MH-30)  
24" INV. IN = 151.74' (MH-22)  
15" INV. IN = 151.74' (CB-24)
- P-27 STA: 10+35.00, -9.00' TO 12+25.00, 10.00'  
INSTALL 187' LF X 24" CPEP(SL) (P-27)  
INV. IN = 151.74' (MH-26)  
INV. OUT = 137.60' (MH-30)

MATCHLINE SHEET 5



PROJECT NAME:	BURLINGTON	FILE NAME:	z58842_bdr_drn.dgn	PLOT DATE:	6/28/2024
PROJECT NUMBER:	STP BP21(11)	PROJECT LEADER:	D.A. GINGRAS	DRAWN BY:	R.M. O'BRIEN
		DESIGNED BY:	R.M. O'BRIEN	CHECKED BY:	C.K. FORD
		DRAINAGE & UTILITIES LAYOUT SHEET (2 OF 5)		SHEET	30 OF 67



UTILITY POLE TO BE  
RELOCATED BY OTHERS

STREET LIGHT  
ASSEMBLY BY BED

GRAVEL DRIVE

RELOCATE STREET  
LIGHT ASSEMBLY BY BED

GRAVEL DRIVE

Without CADD files,  
how is the begin  
station of this swale  
determined?

DRAINAGE NOTES

P-27 SEE SHEET 2 OF 4

CB-28 STA: 12+25.00, -0.00'  
INSTALL 4' DIA. CB (CB-28)  
RIM = 143.69'; NEW CAST IRON GRATE, TYPE D  
12" INV. OUT = 137.69' (MH-30)

P-29 STA: 12+25.00, -0.00' TO 12+25.00, 10.00'  
INSTALL 5' LF X 12" CPEP(SL) (P-29)  
INV. IN = 137.69' (CB-28)  
INV. OUT = 137.60' (MH-30)

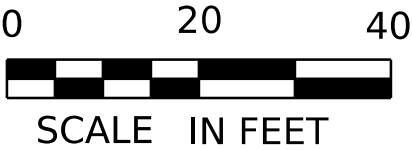
MH-30 STA: 12+25.00, 10.00'  
INSTALL 4' DIA. DMH (MH-30)  
RIM = 143.82'; NEW CAST IRON COVER  
24" INV. OUT = 135.00' (MH-32)  
24" INV. IN = 137.60' (MH-26)  
12" INV. IN = 137.60' (CB-28)

P-31 STA: 12+25.00, 10.00' TO 12+07.18, 94.21'  
INSTALL 79' LF X 24" CPEP(SL) (P-31)  
INV. IN = 135.00' (MH-30)  
INV. OUT = 121.98' (MH-32)

MH-32 STA: 12+07.18, 94.21'  
INSTALL 6' DIA. DMH (MH-32)  
RIM = 128.22'; NEW CAST IRON COVER  
36" INV. OUT = 121.51' (MH-34)  
24" INV. IN = 121.98' (MH-30)

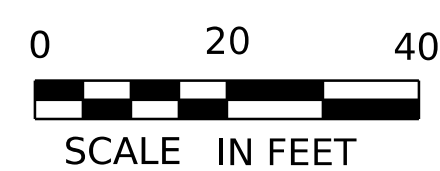
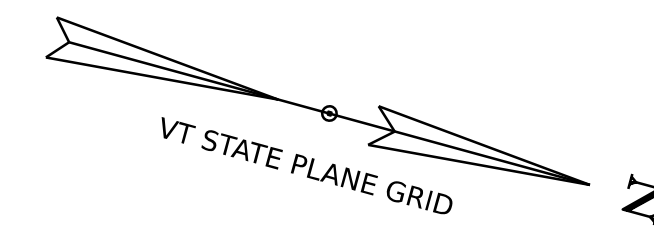
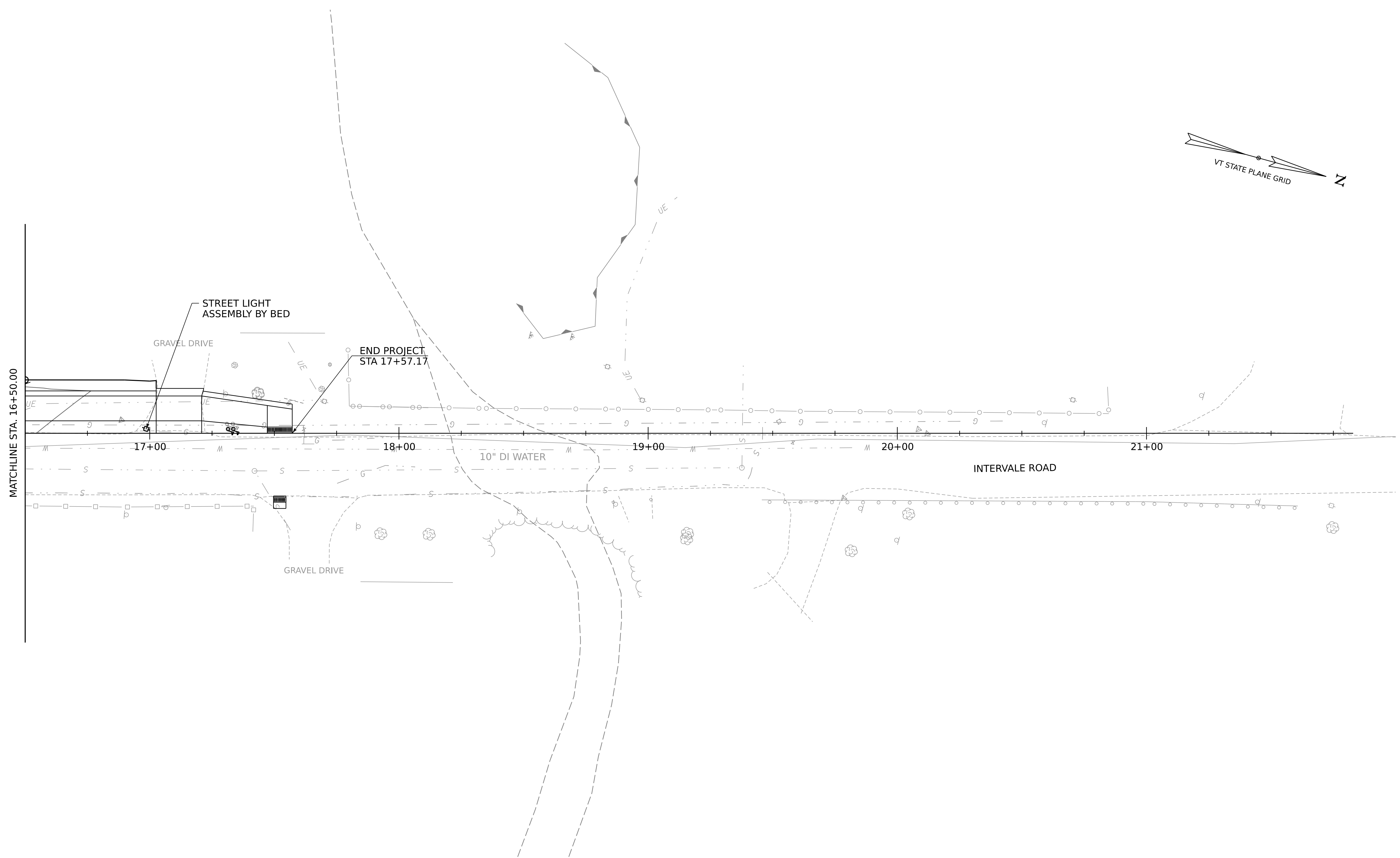
P-33 STA: 12+07.18, 94.21' TO 10+27.54, 196.31'  
INSTALL 207' LF X 36" CPEP(SL) (P-33)  
INV. IN = 121.51' (MH-32)  
INV. OUT = 120.27' (MH-34)

MATCHLINE SHEET 5

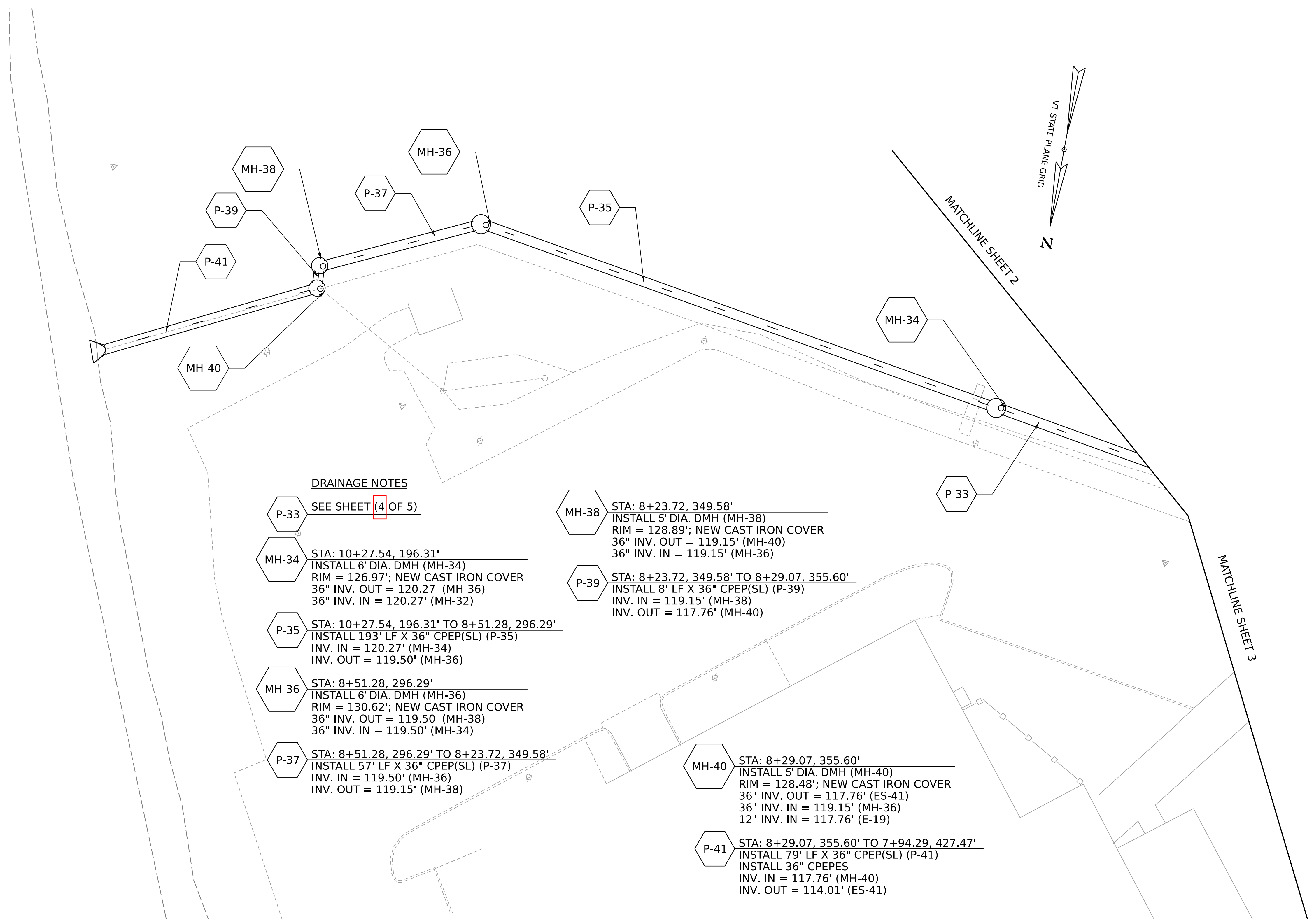


PROJECT NAME:	BURLINGTON	PLOT DATE:	6/28/2024
PROJECT NUMBER:	STP BP21(11)	DRAWN BY:	R.M. O'BRIEN
FILE NAME:	z58842_bdr_drn.dgn	CHECKED BY:	C.K. FORD
PROJECT LEADER:	D.A. GINGRAS		
DESIGNED BY:	R.M. O'BRIEN		
DRAINAGE & UTILITIES LAYOUT SHEET (3 OF 5)		SHEET	31 OF 67





PROJECT NAME:	BURLINGTON	PLOT DATE:	6/28/2024
PROJECT NUMBER:	STP BP21(11)	DRAWN BY:	R.M. O'BRIEN
FILE NAME:	z58842_bdr_drn.dgn	CHECKED BY:	C.K. FORD
PROJECT LEADER:	D.A. GINGRAS		
DESIGNED BY:	R.M. O'BRIEN		
DRAINAGE & UTILITIES LAYOUT SHEET (4 OF 5)		SHEET	32 OF 67



**DRAINAGE NOTES**

P-33 SEE SHEET (4 OF 5)

MH-34 STA: 10+27.54, 196.31'  
INSTALL 6' DIA. DMH (MH-34)  
RIM = 126.97'; NEW CAST IRON COVER  
36" INV. OUT = 120.27' (MH-36)  
36" INV. IN = 120.27' (MH-32)

P-35 STA: 10+27.54, 196.31' TO 8+51.28, 296.29'  
INSTALL 193' LF X 36" CPEP(SL) (P-35)  
INV. IN = 120.27' (MH-34)  
INV. OUT = 119.50' (MH-36)

MH-36 STA: 8+51.28, 296.29'  
INSTALL 6' DIA. DMH (MH-36)  
RIM = 130.62'; NEW CAST IRON COVER  
36" INV. OUT = 119.50' (MH-38)  
36" INV. IN = 119.50' (MH-34)

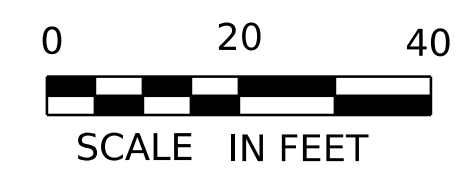
P-37 STA: 8+51.28, 296.29' TO 8+23.72, 349.58'  
INSTALL 57' LF X 36" CPEP(SL) (P-37)  
INV. IN = 119.50' (MH-36)  
INV. OUT = 119.15' (MH-38)

MH-38 STA: 8+23.72, 349.58'  
INSTALL 5' DIA. DMH (MH-38)  
RIM = 128.89'; NEW CAST IRON COVER  
36" INV. OUT = 119.15' (MH-40)  
36" INV. IN = 119.15' (MH-36)

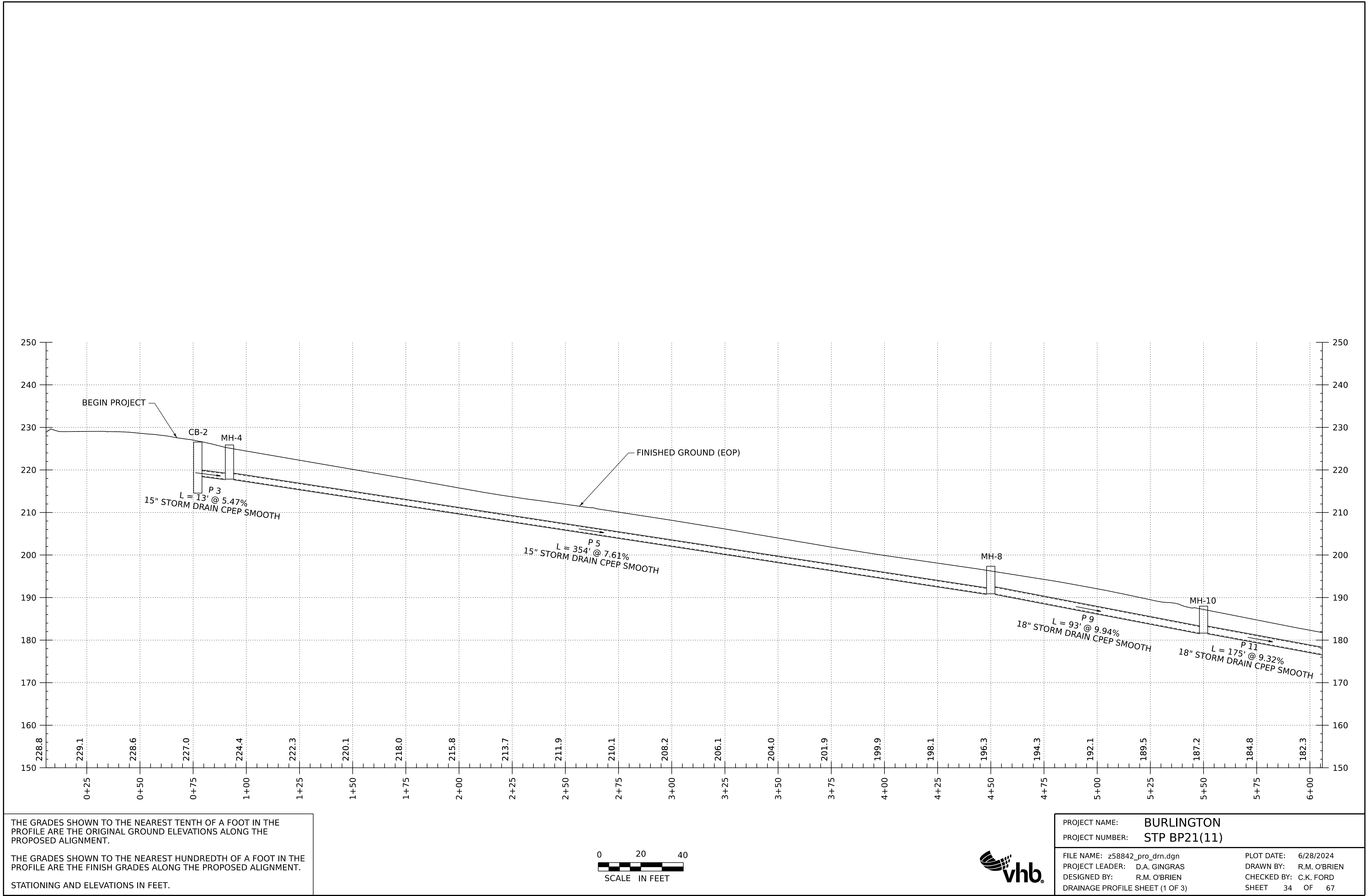
P-39 STA: 8+23.72, 349.58' TO 8+29.07, 355.60'  
INSTALL 8' LF X 36" CPEP(SL) (P-39)  
INV. IN = 119.15' (MH-38)  
INV. OUT = 117.76' (MH-40)

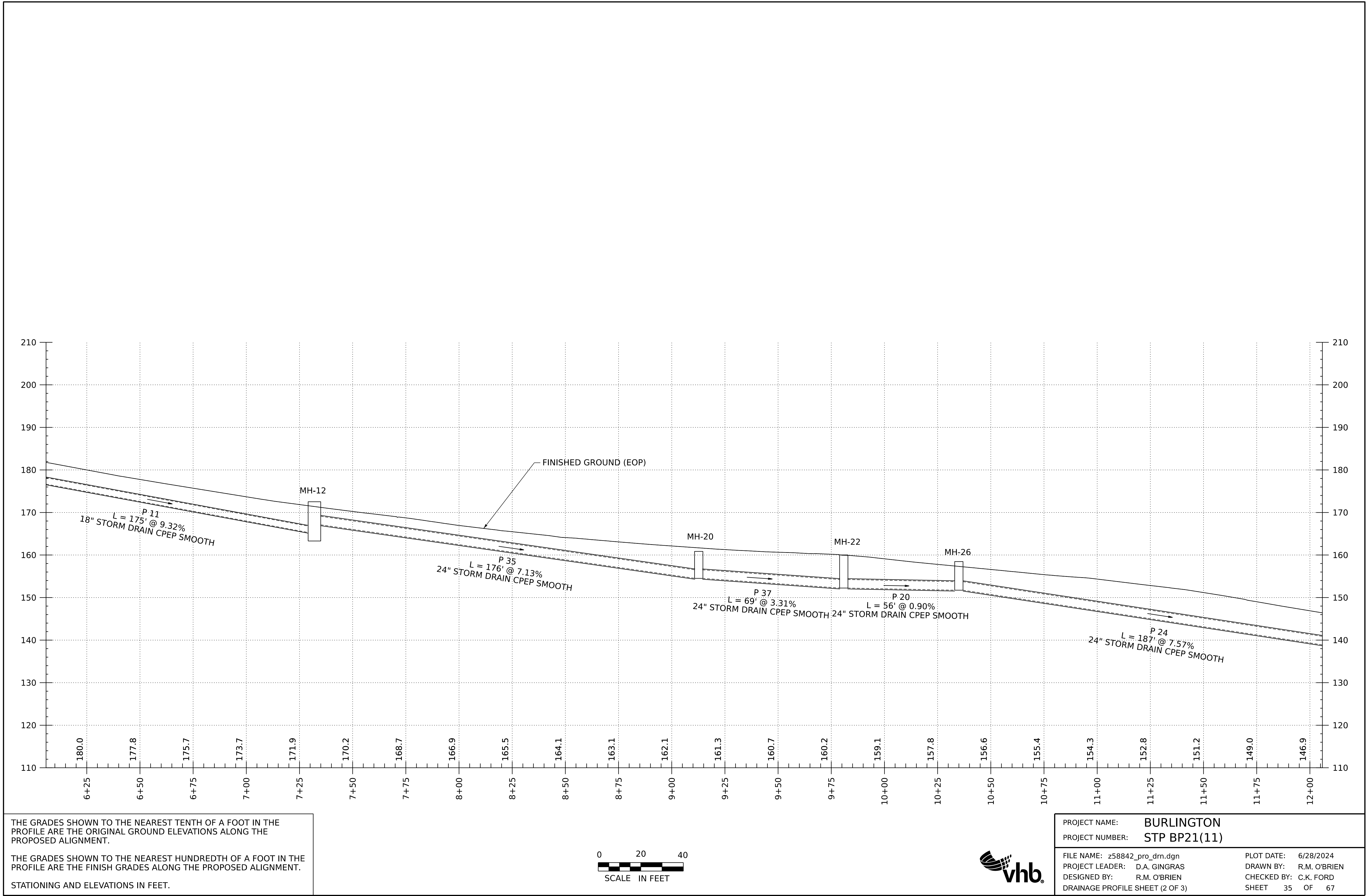
MH-40 STA: 8+29.07, 355.60'  
INSTALL 5' DIA. DMH (MH-40)  
RIM = 128.48'; NEW CAST IRON COVER  
36" INV. OUT = 117.76' (ES-41)  
36" INV. IN = 119.15' (MH-36)  
12" INV. IN = 117.76' (E-19)

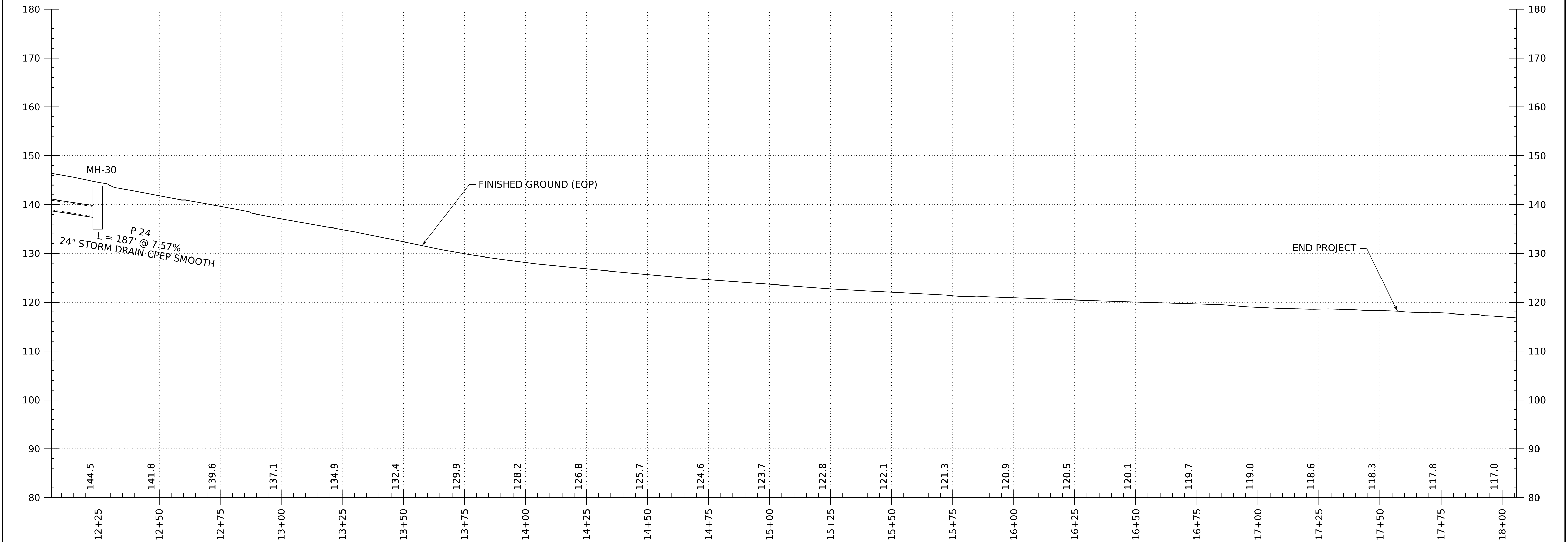
P-41 STA: 8+29.07, 355.60' TO 7+94.29, 427.47'  
INSTALL 79' LF X 36" CPEP(SL) (P-41)  
INSTALL 36" CPEPES  
INV. IN = 117.76' (MH-40)  
INV. OUT = 114.01' (ES-41)



PROJECT NAME:	BURLINGTON	PLOT DATE:	6/28/2024
PROJECT NUMBER:	STP BP21(11)	DRAWN BY:	R.M. O'BRIEN
FILE NAME:	z58842_bdr_drn.dgn	CHECKED BY:	C.K. FORD
PROJECT LEADER:	D.A. GINGRAS		
DESIGNED BY:	R.M. O'BRIEN		
DRAINAGE & UTILITIES LAYOUT SHEET (5 OF 5)		SHEET	33 OF 67



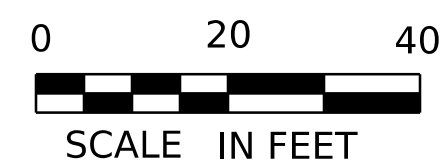




THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT IN THE PROFILE ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT.

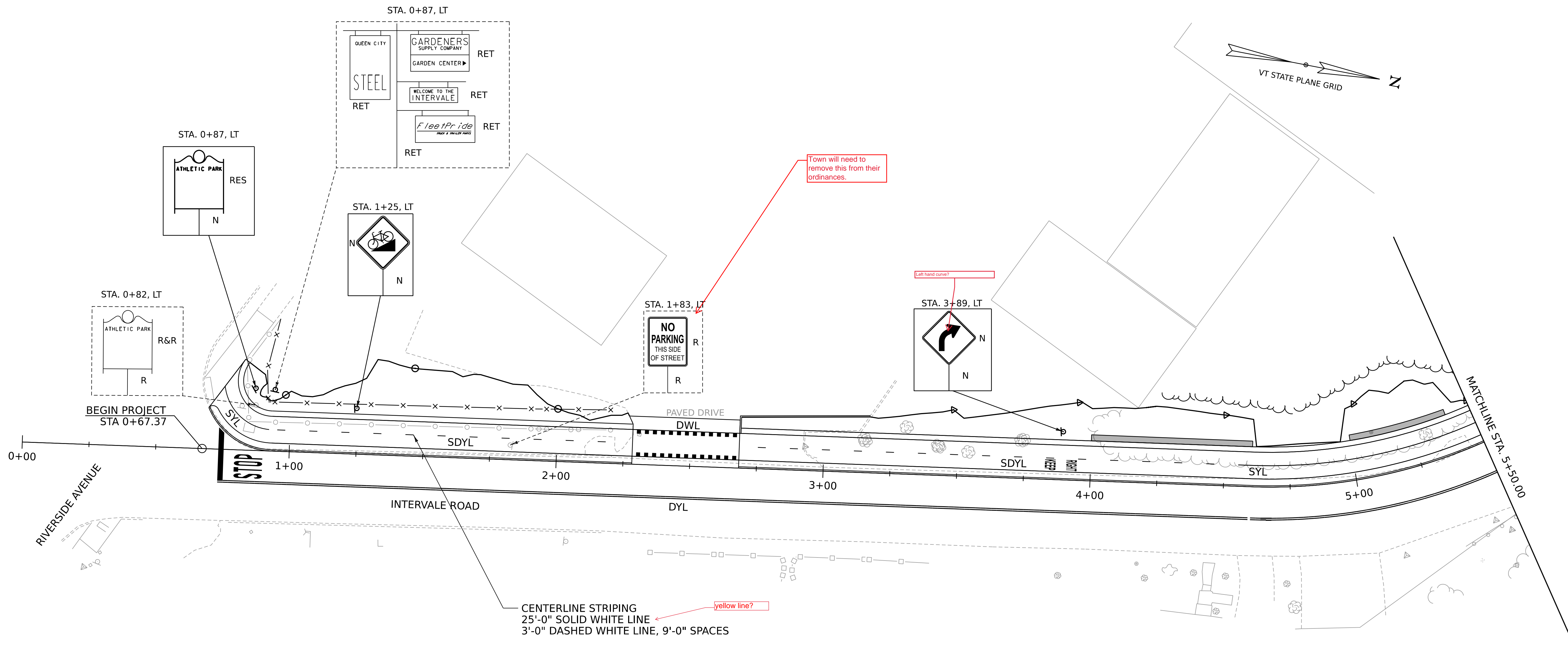
THE GRADES SHOWN TO THE NEAREST HUNDREDTH OF A FOOT IN THE PROFILE ARE THE FINISH GRADES ALONG THE PROPOSED ALIGNMENT.

STATIONING AND ELEVATIONS IN FEET.



PROJECT NAME:	BURLINGTON		
PROJECT NUMBER:	STP BP21(11)		
FILE NAME:	z58842_pro_drn.dgn	PLOT DATE:	6/28/2024
PROJECT LEADER:	D.A. GINGRAS	DRAWN BY:	R.M. O'BRIEN
DESIGNED BY:	R.M. O'BRIEN	CHECKED BY:	C.K. FORD
DRAINAGE PROFILE SHEET (3 OF 3)		SHEET	36 OF 67





PAVEMENT MARKING LEGEND  
SYL = SINGLE YELLOW LINE  
SDYL = SINGLE DASHED YELLOW LINE  
DYL = DOUBLE YELLOW LINE  
DWL = DOTTED WHITE LINE

SIGN LEGEND  
N = NEW  
RET = RETAIN  
R&R = REMOVE AND RESET  
R = REMOVE  
RES = RESET

DURABLE 4 INCH YELLOW LINE, POLYUREA  
STA. 0+75 - STA. 0+92 LT (SOLID)  
STA. 0+92 - STA. 2+28 LT (DASHED)  
STA. 2+68 - STA. 4+55 LT (DASHED)  
STA. 4+55 - STA. 5+50 LT (SOLID)

DURABLE 12 INCH WHITE LINE, POLYUREA  
STA. 2+28 - STA. 2+68 LT (DOTTED, 18 INCH SPACING)

DURABLE LETTER OR SYMBOL, POLYUREA  
STA. 3+83 LT (KEEP)  
STA. 3+91 LT (RIGHT)

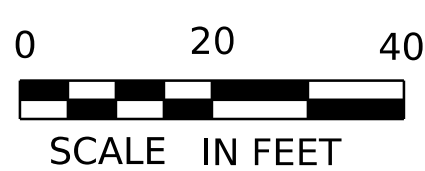
4 INCH YELLOW LINE, WATERBORNE PAINT  
STA. 0+73 - STA. 5+50 RT

24 INCH STOP BAR, WATERBORNE PAINT  
STA. 0+73 RT

LETTER OR SYMBOL, WATERBORNE PAINT  
STA. 0+79 RT (STOP)

SIGN REMOVAL, FLAT SHEET ALUMINUM  
STA. 0+82 LT  
STA. 0+87 LT  
STA. 1+83 LT

RESETTING SIGNS  
STA. 0+87 LT  
STA. 0+87 LT



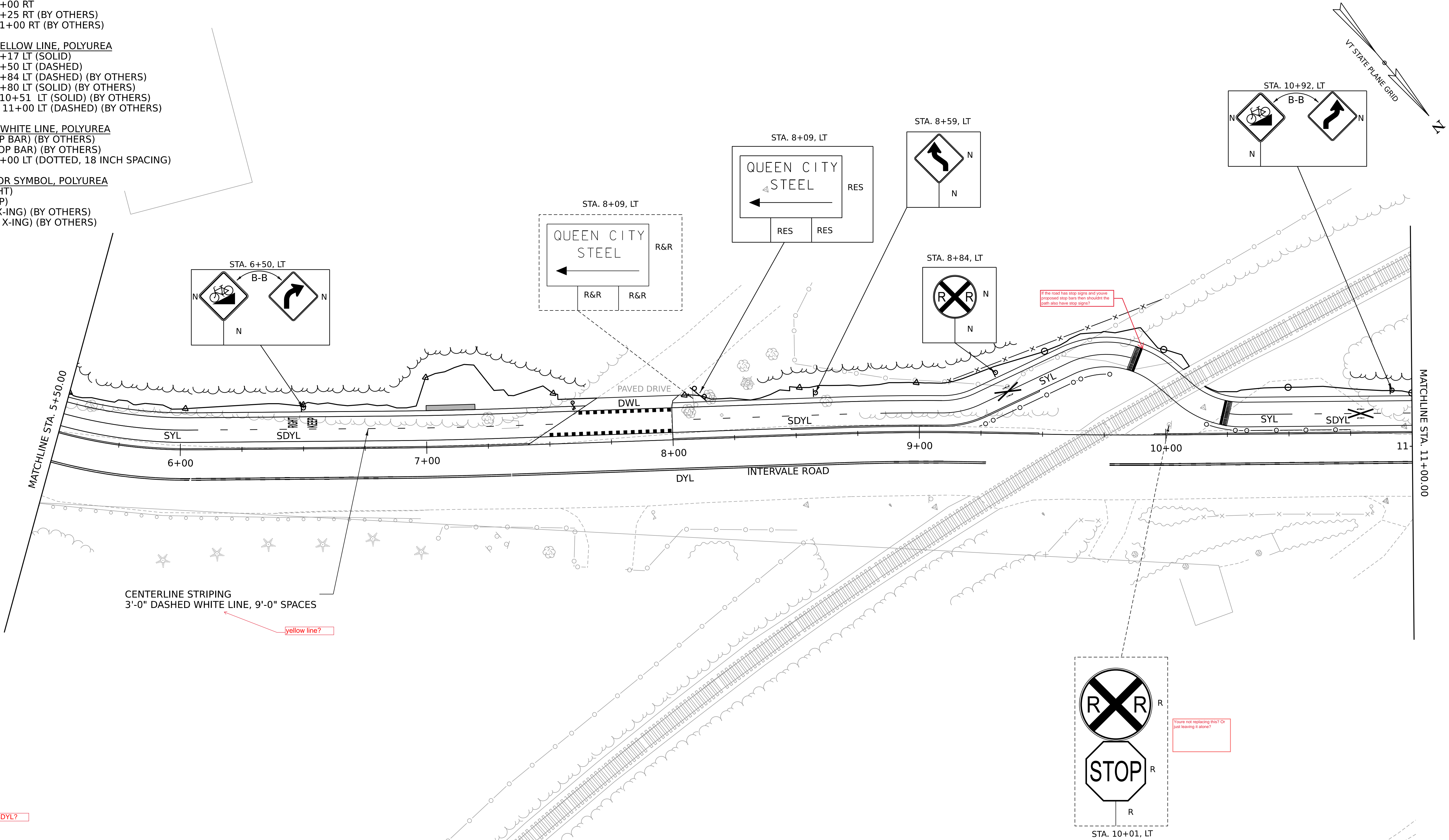
PROJECT NAME:	BURLINGTON
PROJECT NUMBER:	STP BP21(11)
FILE NAME:	z58842_bdr_spm.dgn
PROJECT LEADER:	D.A. GINGRAS
DESIGNED BY:	R.M. O'BRIEN
SIGNS & PAVEMENT MARKINGS SHEET (1 OF 4)	
PLOT DATE:	6/28/2024
DRAWN BY:	R.M. O'BRIEN
CHECKED BY:	C.K. FORD
SHEET	37 OF 67

4 INCH YELLOW LINE, WATERBORNE PAINT  
STA. 5+25 - STA. 8+00 RT  
STA. 8+00 - STA. 9+25 RT (BY OTHERS)  
STA. 9+75 - STA. 11+00 RT (BY OTHERS)

DURABLE 4 INCH YELLOW LINE, POLYUREA  
STA. 5+50 - STA. 6+17 LT (SOLID)  
STA. 6+17 - STA. 7+50 LT (DASHED)  
STA. 8+00 - STA. 8+84 LT (DASHED) (BY OTHERS)  
STA. 8+84 - STA. 9+80 LT (SOLID) (BY OTHERS)  
STA. 10+27 - STA. 10+51 LT (SOLID) (BY OTHERS)  
STA. 10+51 - STA. 11+00 LT (DASHED) (BY OTHERS)

DURABLE 12 INCH WHITE LINE, POLYUREA  
STA. 9+89 LT (STOP BAR) (BY OTHERS)  
STA. 10+23 LT (STOP BAR) (BY OTHERS)  
STA. 7+52 - STA. 8+00 LT (DOTTED, 18 INCH SPACING)

DURABLE LETTER OR SYMBOL, POLYUREA  
STA. 6+44 LT (RIGHT)  
STA. 6+52 LF (KEEP)  
STA. 9+75 LT (RR X-ING) (BY OTHERS)  
STA. 10+40 LT (RR X-ING) (BY OTHERS)



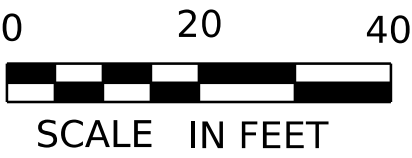
PAVEMENT MARKING LEGEND  
SYL = SINGLE YELLOW LINE  
SDW=YL = SINGLE DASHED YELLOW LINE  
DYL = DOUBLE YELLOW LINE  
DWL = DOTTED WHITE LINE

SIGN LEGEND  
N = NEW  
RET = RETAIN  
R&R = REMOVE AND RESET  
R = REMOVE  
RES = RESET

SIGN REMOVAL, FLAT SHEET ALUMINUM  
STA. 10+10 LT (2) (BY OTHERS)

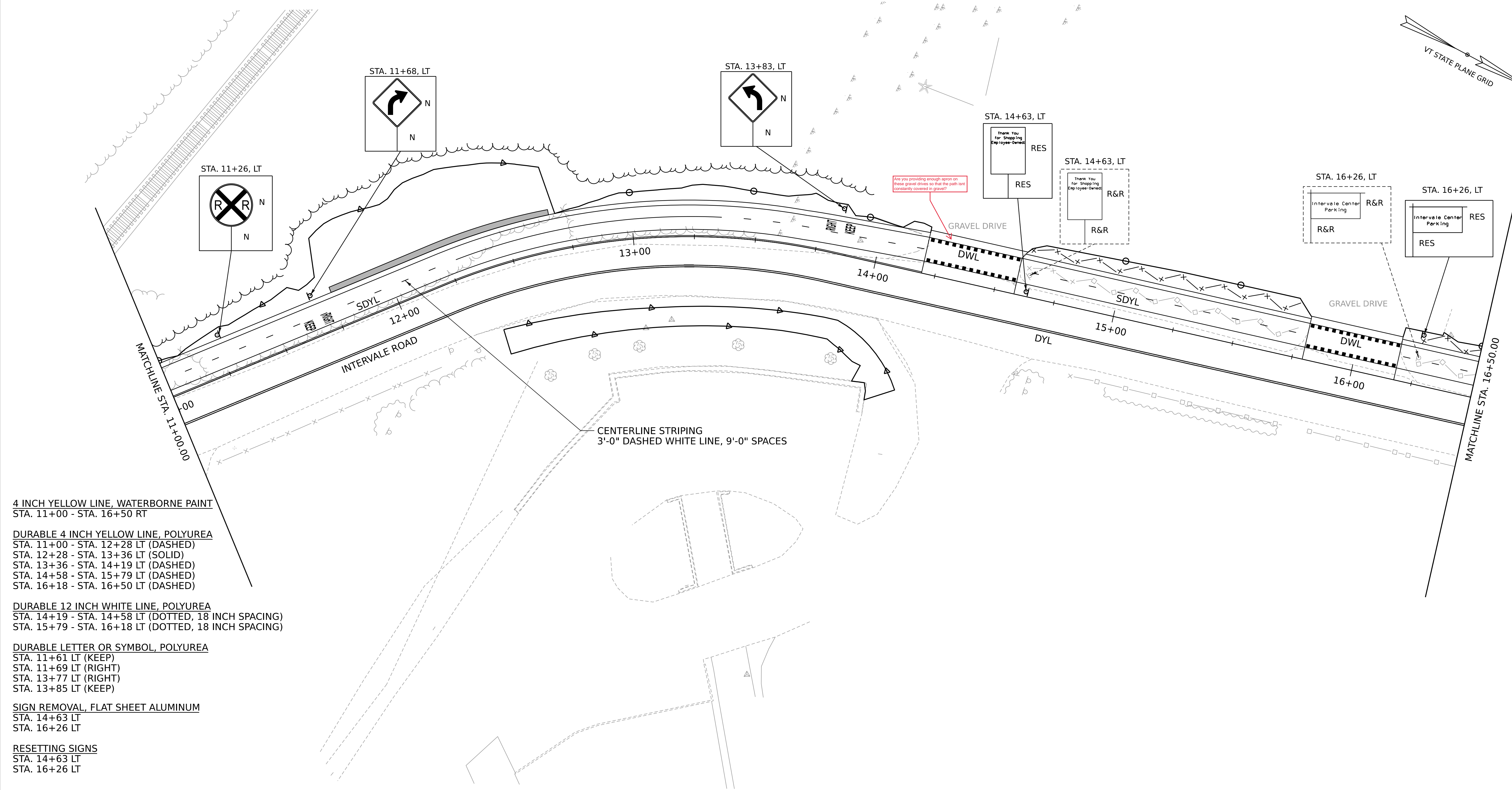
SIGN REMOVAL, FLAT SHEET ALUMINUM (COMMERCIAL SIGN)  
STA. 8+09 LT (BY OTHERS)

RESETTING SIGNS (COMMERCIAL SIGN)  
STA. 8+09 LT (BY OTHERS)



PROJECT NAME:	BURLINGTON	PLOT DATE:	6/28/2024
PROJECT NUMBER:	STP BP21(11)	DRAWN BY:	R.M. O'BRIEN
FILE NAME:	z58842_bdr_spm.dgn	CHECKED BY:	C.K. FORD
PROJECT LEADER:	D.A. GINGRAS	SHEET	38 OF 67
DESIGNED BY:	R.M. O'BRIEN		
SIGNS & PAVEMENT MARKINGS SHEET (2 OF 4)			

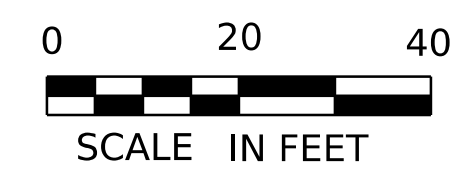




- 4 INCH YELLOW LINE, WATERBORNE PAINT  
STA. 11+00 - STA. 16+50 RT
- DURABLE 4 INCH YELLOW LINE, POLYUREA  
STA. 11+00 - STA. 12+28 LT (DASHED)  
STA. 12+28 - STA. 13+36 LT (SOLID)  
STA. 13+36 - STA. 14+19 LT (DASHED)  
STA. 14+58 - STA. 15+79 LT (DASHED)  
STA. 16+18 - STA. 16+50 LT (DASHED)
- DURABLE 12 INCH WHITE LINE, POLYUREA  
STA. 14+19 - STA. 14+58 LT (DOTTED, 18 INCH SPACING)  
STA. 15+79 - STA. 16+18 LT (DOTTED, 18 INCH SPACING)
- DURABLE LETTER OR SYMBOL, POLYUREA  
STA. 11+61 LT (KEEP)  
STA. 11+69 LT (RIGHT)  
STA. 13+77 LT (RIGHT)  
STA. 13+85 LT (KEEP)
- SIGN REMOVAL, FLAT SHEET ALUMINUM  
STA. 14+63 LT  
STA. 16+26 LT
- RESETTING SIGNS  
STA. 14+63 LT  
STA. 16+26 LT

PAVEMENT MARKING LEGEND  
SYL = SINGLE YELLOW LINE  
SDYL = SINGLE DASHED YELLOW LINE  
DYL = DOUBLE YELLOW LINE  
DWL = DOTTED WHITE LINE

SIGN LEGEND  
N = NEW  
RET = RETAIN  
R&R = REMOVE AND RESET  
R = REMOVE  
RES = RESET



PROJECT NAME:	BURLINGTON	PLOT DATE:	6/28/2024
PROJECT NUMBER:	STP BP21(11)	DRAWN BY:	R.M. O'BRIEN
FILE NAME:	z58842_bdr_spm.dgn	CHECKED BY:	C.K. FORD
PROJECT LEADER:	D.A. GINGRAS	SHEET	39 OF 67
DESIGNED BY:	R.M. O'BRIEN	SIGN & PAVEMENT MARKINGS SHEET (3 OF 4)	

DURABLE 4 INCH YELLOW LINE, POLYUREA  
STA. 16+50 - STA. 17+03 LT (DASHED)  
STA. 17+21 - STA. 17+33 LT (SOLID)

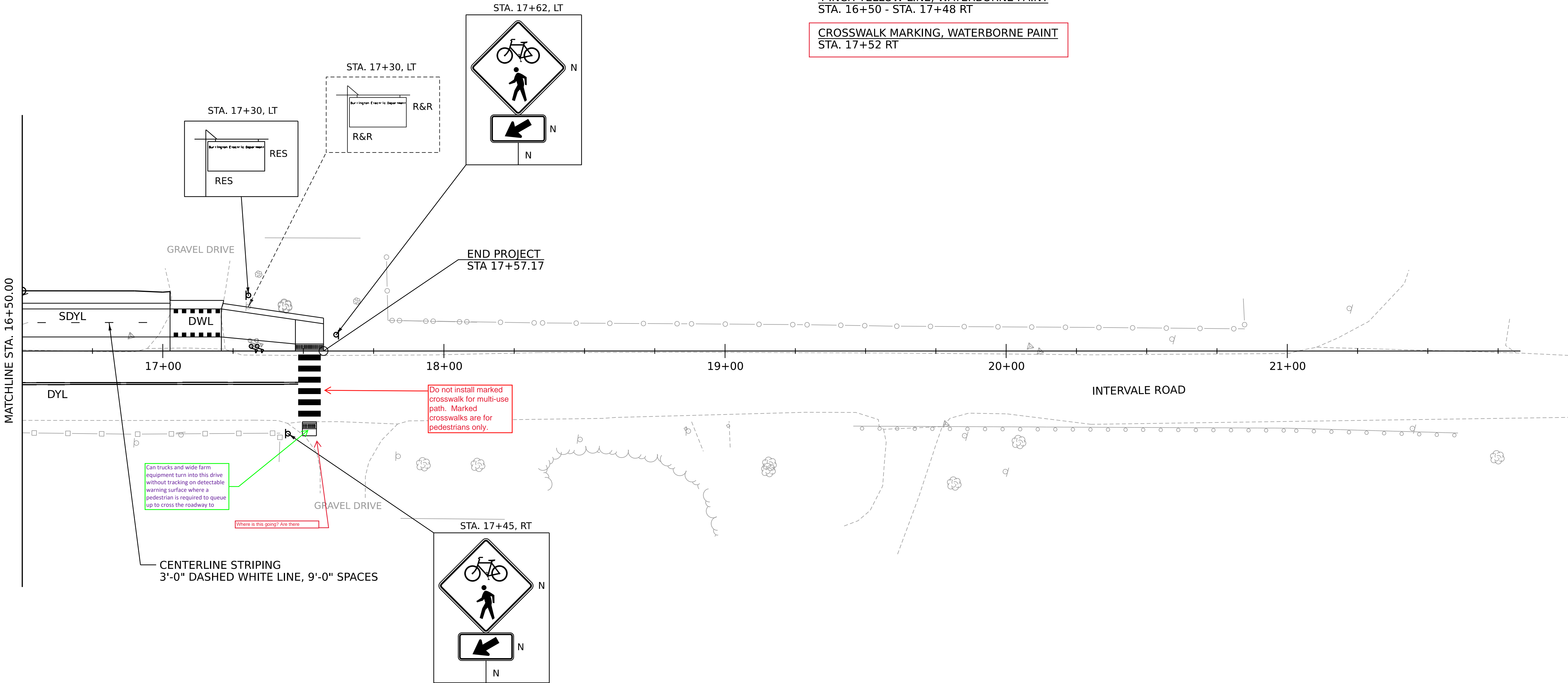
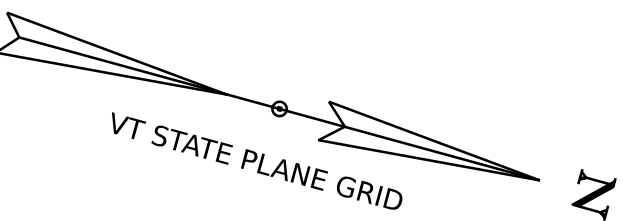
DURABLE 12 INCH WHITE LINE, POLYUREA  
STA. 17+03 - STA. 17+21 LT (DOTTED, 18 INCH SPACING)

4 INCH YELLOW LINE, WATERBORNE PAINT  
STA. 16+50 - STA. 17+48 RT

CROSSWALK MARKING, WATERBORNE PAINT  
STA. 17+52 RT

SIGN REMOVAL, FLAT SHEET ALUMINUM  
~~STA. 16+26 LT~~  
STA. 17+30 LT

RESETTNG SIGNS  
~~STA. 16+26 LT~~  
STA. 17+30 LT



PAVEMENT MARKING LEGEND  
SYL = SINGLE YELLOW LINE  
SDYL = SINGLE DASHED YELLOW LINE  
DYL = DOUBLE YELLOW LINE  
DWL = DOTTED WHITE LINE

SIGN LEGEND  
N = NEW  
RET = RETAIN  
R&R = REMOVE AND RESET  
R = REMOVE  
RES = RESET



PROJECT NAME:	BURLINGTON	PLOT DATE:	6/28/2024
PROJECT NUMBER:	STP BP21(11)	DRAWN BY:	R.M. O'BRIEN
FILE NAME:	z58842_bdr_spm.dgn	CHECKED BY:	C.K. FORD
PROJECT LEADER:	D.A. GINGRAS	SHEET	40 OF 67
DESIGNED BY:	R.M. O'BRIEN		
SIGNS & PAVEMENT MARKINGS SHEET (4 OF 4)			











EPSC PLAN NARRATIVE

1. PROJECT DESCRIPTION

THIS PROJECT INVOLVES CONSTRUCTION OF A MULTI-USE PATH, DRAINAGE IMPROVEMENTS, INSTALLATION OF PAVEMENT MARKINGS, LIGHTING, SIGNAGE, RETAINING WALLS, AND OTHER INCIDENTAL ITEMS.

IT IS ANTICIPATED THAT CONSTRUCTION WILL LAST ONE CONSTRUCTION SEASON.

2. AMOUNT OF DISTURBANCE AND RISK EVALUATION

TOTAL AREA OF DISTURBANCE AS SHOWN ON THE ATTACHED EPSC PLAN IS APPROXIMATELY 1.19 ACRES.

THE MAXIMUM CONCURRENT EARTH DISTURBANCE USED TO SCORE THIS PROJECT IN THE APPENDIX A RISK ASSESSMENT IS 1.19 ACRES.

THIS PROJECT REQUIRES COVERAGE UNDER GENERAL PERMIT 3-9020 FOR STORMWATER RUNOFF FROM CONSTRUCTION SITES FOR LOW-RISK PROJECTS.

ANY MODIFICATIONS TO THE PROJECT THAT INCREASE THE RISK TO ENVIRONMENTAL RESOURCES SHALL BE EVALUATED IN ACCORDANCE WITH THE PERMIT REQUIREMENTS. THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY ADDITIONAL PERMITTING.

3. MAJOR COMPONENTS AND SEQUENCING

THE CONTRACTOR SHALL SEQUENCE CONSTRUCTION ACTIVITIES TO MINIMIZE THE EXTENT OF DISTURBED SOILS LEFT OPEN TO EROSION AT ANY GIVEN TIME.

4. SITE DESCRIPTION

4.1 VEGETATED BUFFERS

MAINTAINING VEGETATED BUFFERS ALONG STREAM BANKS, WETLANDS, OR OTHER SENSITIVE AREAS IS A CRUCIAL EROSION AND SEDIMENT CONTROL MEASURE THAT SHOULD BE IMPLEMENTED WHEREVER POSSIBLE.

THIS PROJECT DOES NOT RELY ON VEGETATED BUFFERS AS A MITIGATING RISK FACTOR.

4.2 STREAM CROSSINGS

THIS PROJECT DOES NOT INCLUDE ANY PROPOSED STREAM CROSSINGS.

4.3 WETLANDS

THE PROJECT INVOLVES 210 SF OF WETLAND IMPACTS. THE WORK WITHIN THIS AREA IS BEING AUTHORIZED THROUGH THE [VANR] WETLANDS OFFICE AND/OR THE US ARMY CORPS OF ENGINEERS.

4.4 TOPOGRAPHY

THE TOPOGRAPHY OF THE PROJECT AREA IS GENERALLY FORESTED OR GRASS WITH SEVERAL RESIDENTIAL AND COMMERCIAL PROPERTIES ADJACENT TO THE PROJECT AREA.

4.5 VEGETATION

THE VEGETATION IN THE PROJECT AREA CONSISTS OF GRASSES AND WOODY AREAS. THE IMPACT TO VEGETATION WILL BE LIMITED TO WHAT IS DIRECTLY AFFECTED BY THE PROJECT. UPON COMPLETION, THE DISTURBED VEGETATION WILL BE REESTABLISHED WITH STANDARD SEED AND MULCH PRACTICES AS DESCRIBED IN THE TURF ESTABLISHMENT DETAIL, UNLESS NOTED OTHERWISE.

4.6 SOILS

SOIL EROSION DATA FROM THE U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE INDICATES THAT SOILS ON THE PROJECT SITE INCLUDE:

FILL LAND, “K FACTOR” = 0.10  
HARTLAND VERY FINE SANDY LOAM, 25-60% SLOPES, “K-FACTOR” = 0.50  
COLTON GRAVELLY LOAMY SAND, 0-5% SLOPES, “K-FACTOR” = 0.05

NOTE: K-VALUES GENERALLY INDICATE THE FOLLOWING:  
0.0-0.23 = LOW EROSION POTENTIAL  
0.24-0.36 = MODERATE EROSION POTENTIAL  
0.37 AND HIGHER = HIGH EROSION POTENTIAL

IF POTENTIALLY CONTAMINATED SOILS HAVE BEEN IDENTIFIED WITHIN THE PROJECT AREA, THE CONTRACTOR SHALL REFER TO THE NOTICE TO BIDDERS AND/ OR SOIL MANAGEMENT PLAN FOR MEASURES RELATED TO THE HANDLING OF SUCH SOILS.

4.7 OTHER SENSITIVE RESOURCES

CRITICAL HABITATS: NO  
HISTORICAL OR ARCHEOLOGICAL AREAS: YES  
PRIME AGRICULTURAL LAND: NO  
THREATENED AND ENDANGERED SPECIES: NO  
WATER RESOURCE: NO

THE ARCHEOLOGICALLY SENSITIVE AREA LOCATED IN THE NORTHERN AREA OF THE PROJECT AND SHOWN ON THE PLANS SHALL BE PROTECTED WITH ORANGE BARRIER FENCE. THE PLANS ALSO SHOW ONE LARGE TREE NEAR THE NORTHERN TERMINUS OF THE PROJECT THAT SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 656.11 TREE PROTECTION.

5. DRAINAGE

5.1 RECEIVING WATERS

THE WINOOSKI RIVER IS THE ONLY WATER SOURCE NEAR THE PROJECT SITE. RESIDENCES AND BUSINESSES WATER SUPPLIES ARE FROM MUNICIPAL WATER.

5.2 DISCHARGE POINTS

STORMWATER SHALL BE COLLECTED ALONG INTERVALE ROAD AND DISCHARGED TO AN EXISTING SWALE ALONG THE SOUTHERN SIDE OF THE GARDENER’S SUPPLY PARKING LOT. THIS SWALE DISCHARGES TO AN ARMORED OUTFALL TO THE WINOOSKI RIVER.

5.3 CONVEYANCE/ FLOW PATH FROM PROJECT TO WATERS

THE MAJORITY OF THE PROJECT IS CURBED AND RUNOFF IS COLLECTED IN NUMEROUS INLETS AND DRAINS TO A GRASS SWALE THAT EXTENDS TO THE ARMORED OUTLET ALONG THE WINOOSKI RIVER.

6. EROSION PREVENTION AND SEDIMENT CONTROL MEASURES

THE MEASURES INCLUDED IN THIS PLAN ARE PROVIDED AS A GUIDELINE FOR PREVENTING EROSION AND CONTROLLING SEDIMENT TRANSPORT. IT IS EXPECTED THAT THE CONTRACTORS MAY USE THIS PLAN, WITH ADJUSTMENTS AS NECESSARY, BASED ON THEIR SPECIFIC MEANS AND METHODS OF CONSTRUCTION.

APPLYING THESE MEASURES THROUGHOUT CONSTRUCTION IS CRITICAL TO THEIR SUCCESS IN MINIMIZING SEDIMENT TRANSPORT TO THE RECEIVING WATERS. REFER TO THE DETAILS INCLUDED IN THESE PLANS AND THE DEPARTMENT OF ENVIRONMENTAL CONSERVATION’S VERMONT STANDARDS AND SPECIFICATIONS FOR EROSION PREVENTION AND SEDIMENT CONTROL FOR SPECIFIC GUIDANCE.

6.1 IDENTIFY LIMITS OF DISTURBANCE

SITE BOUNDARIES AND AREAS CONSTRUCTION EQUIPMENT CAN ACCESS SHALL BE DELINEATED.

PROJECT DEMARCATION FENCING (PDF) SHALL BE USED TO PHYSICALLY MARK SITE BOUNDARIES. BARRIER FENCE SHALL BE USED INSTEAD OF PROJECT DEMARCATION FENCE WITHIN 100 FEET OF A WATER RESOURCE (STREAM, BROOK, LAKE, POND, WETLAND, ETC).

6.2 LIMIT CONCURRENT DISTURBANCE

LIMITING THE AMOUNT OF SOIL EXPOSED AT ONE TIME REDUCES THE POTENTIAL EROSION ON SITE. CONCURRENT EARTH DISTURBANCE CAN BE MINIMIZED THROUGH CONSTRUCTION PHASING BY ONLY DISTURBING EARTH AS NECESSARY AND EMPLOYING STABILIZATION PRACTICES IN INCREMENTAL STAGES AS PHASES CHANGE.

6.3 STABILIZE DISTURBED AREAS

6.3.1 ACCESS POINTS/ ENTRANCE/ EXITS

TRACKING OF SEDIMENT ONTO PUBLIC HIGHWAYS SHALL BE MINIMIZED TO REDUCE THE POTENTIAL FOR RUNOFF ENTERING RECEIVING WATERS. INSTALLATION SHALL COINCIDE WITH THE CONTRACTORS PROGRESS SCHEDULE.

MATERIALS TRACKED ONTO PAVED ROADWAYS SHALL BE PERIODICALLY REMOVED WITH DRY METHODS (E.G. BROOMS OR SWEEPERS) AND SHALL NOT BE WASHED DOWN WITH WATER.

6.3.2 TEMPORARY MEASURES FOR EXPOSED AREAS DURING CONSTRUCTION

ALL AREAS OF EARTH DISTURBANCE MUST HAVE STABILIZATION IN PLACE WITHIN 14 DAYS OF INITIAL DISTURBANCE AND DISTURBED AREAS MUST BE STABILIZED IN ADVANCE OF ANY RUNOFF PRODUCING EVENT.

SURFACE ROUGHENING OF EXPOSED SLOPES, SEEDING OF TEMPORARY SLOPES AND STOCKPILES, AND STANDARD MULCHING PRACTICES DESCRIBED IN SPECIFICATION SECTION 653.07 SHALL BE UTILIZED TO TEMPORARILY STABILIZE DISTURBED AREAS.

6.3.3 PERMANENT STABILIZATION AT FINAL GRADE

EXPOSED SOIL MUST BE STABILIZED WITHIN 48 HOURS OF REACHING FINAL GRADE.

TURF ESTABLISHMENT MEASURES PER SECTION 651 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION SHALL BE USED TO ESTABLISH PERMANENT VEGETATION. FOR SLOPES STEEPER THAN 1:3, ROLLED EROSION CONTROL PRODUCT, TYPE I SHALL BE USED INSTEAD OF MULCH.

6.4 DIVERT UPLAND RUNOFF

DIVERSIONARY MEASURES SHALL BE USED TO INTERCEPT RUNOFF FROM ABOVE THE CONSTRUCTION AND DIRECT IT AROUND THE DISTURBED AREA SO THAT CLEAN WATER DOES NOT BECOME MUDDIED WHILE TRAVELING OVER EXPOSED SOILS ON THE CONSTRUCTION SITE.

THE PROJECT AREA IS RELATIVELY STEEP WITH STEEP SIDE SLOPES DRAINING TOWARD THE PROJECT AREA. RUNOFF FROM THESE AREAS MAY NEED TO BE DIVERTED AWAY FROM THE PROJECT AREA. THE CONTRACTOR SHALL REFER TO THE LOW-RISK HANDBOOK FOR GUIDANCE.

6.5 INSTALL SEDIMENT BARRIERS

SEDIMENT BARRIERS SHALL BE UTILIZED TO INTERCEPT RUNOFF AND ALLOW SUSPENDED SEDIMENT TO SETTLE OUT. THEY SHALL BE INSTALLED ON THE DOWNHILL SIDE OF CONSTRUCTION ACTIVITIES, PRIOR TO ANY UP-SLOPE WORK.

SILT FENCE WILL BE INSTALLED ALONG THE CONTOURS AND AS PROPOSED ON THE EPSC PLAN. SILT FENCE, TYPE II SHALL BE USED WITHIN 100 FEET UPSLOPE OF RECEIVING WATERS.

6.6 SLOW DOWN CHANNELIZED RUNOFF

CHECK STRUCTURES SHALL BE UTILIZED TO REDUCE THE VELOCITY, AND THUS THE EROSION POTENTIAL, OF CONCENTRATED FLOW IN CHANNELS.

TEMPORARY STONE CHECK DAMS ARE NOT ANTICIPATED TO BE NEEDED AS DESIGNED.

7. CONSTRUCT PERMANENT CONTROLS

PERMANENT STORMWATER TREATMENT DEVICES SHALL BE INSTALLED AS SHOWN ON THE PLANS AND IN ACCORDANCE WITH PERMIT CONDITIONS.

PERMANENT STORMWATER TREATMENT DEVICES ARE NOT ANTICIPATED TO BE NEEDED AS DESIGNED.

8. DEWATERING

DISCHARGE FROM DEWATERING ACTIVITIES THAT FLOWS FROM THE CONSTRUCTION SITE MUST NOT CAUSE OR CONTRIBUTE TO A VIOLATION OF THE VERMONT WATER QUALITY STANDARDS. DEWATERED STORMWATER OR GROUNDWATER MUST BE FILTERED AND ROUTED IN A MANNER THAT DOES NOT RESULT IN VISIBLY TURBID DISCHARGES TO WATERS.

DEWATERING OF SURFACE WATER IS NOT ANTICIPATED TO BE NEEDED AS DESIGNED.

9. OFF-SITE AREAS

OFF-SITE WASTE AND BORROW AREAS HAVE NOT BEEN IDENTIFIED FOR THIS PROJECT. IT WILL BE THE CONTRACTOR’S RESPONSIBILITY TO IDENTIFY AND PERMIT, AS NECESSARY, ANY OFF-SITE AREAS THAT ARE NEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 105.25 - 105.28.

ALL EROSION PREVENTION AND SEDIMENT CONTROL MEASURES NECESSARY FOR WASTE, BORROW, AND STAGING AREAS OUTSIDE THE PROJECT LIMITS SHALL BE PAID FOR PER 105.28 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION.

VEHICLE AND EQUIPMENT STORAGE AREAS OR AREAS ADJACENT TO CONSTRUCTION TRAILERS OR OTHER HIGH TRAFFIC AREAS SHALL BE COVERED WITH GEOTEXTILE FABRIC AND 12” OF GRAVEL. FOLLOWING COMPLETION OF CONSTRUCTION, ALL NON-NATIVE MATERIALS SHALL BE REMOVED FROM THE STAGING AREA. COMPACTED, RUTTED, OR OTHERWISE DISTURBED SOILS SHALL BE TILLED, RAKED, SEEDED, AND MULCHED.

ERODIBLE MATERIALS STOCKPILED WITHIN THE MATERIAL STORAGE AREAS SHALL BE ISOLATED WITH SILT FENCE OR OTHER ACCEPTABLE SEDIMENT BARRIER. SOIL STOCKPILED ON THE SITE SHALL BE SEEDED AND MULCHED.

PROJECT NAME:	BURLINGTON
PROJECT NUMBER:	STP BP21(11)
FILE NAME: z58842_epsc_nar.dgn	PLOT DATE: 6/28/2024
PROJECT LEADER: D.A. GINGRAS	DRAWN BY: R.M. O'BRIEN
DESIGNED BY: R.M. O'BRIEN	CHECKED BY: C.K. FORD
EPSC NARRATIVE (1 OF 2)	SHEET 43 OF 67





10. WINTER CONSTRUCTION

IF CONSTRUCTION ACTIVITIES ARE TAKING PLACE BETWEEN OCTOBER 15 AND APRIL 15, THE CONTRACTOR SHALL FOLLOW REQUIREMENTS FOR WINTER CONSTRUCTION, AS DEFINED IN SPECIFIC PERMIT CONDITIONS AND AS FOLLOWS:

- ENLARGED ACCESS POINTS, STABILIZED TO PROVIDE FOR SNOW STOCKPILING.
- LIMITS OF DISTURBANCE MOVED OR REPLACED TO REFLECT BOUNDARY OF WINTER WORK.
- DEVELOPMENT OF A SNOW MANAGEMENT PLAN THAT INCLUDES:
  - ADEQUATE STORAGE AND CONTROL OF MELT-WATER
  - STORAGE OF CLEARED SNOW TO BE PLACED DOWN SLOPE OF DISTURBED AREAS AND OUT OF STORMWATER TREATMENT STRUCTURES
- AREAS OF DISTURBANCE WITHIN 100 FT OF A WATERBODY MUST HAVE REINFORCED (WOVEN WIRE) SILT FENCE INSTALLED ACROSS THE SLOPE, DOWNGRADIENT OF THE EARTH DISTURBANCE. ALTERNATIVELY, REGULAR, NON-WOVEN WIRE SILT FENCE MAY BE USED IF COMBINED WITH EROSION CONTROL BERM, EROSION LOG, OR STRAW WATTLE.
- DRAINAGE STRUCTURES MUST BE KEPT OPEN AND FREE OF SNOW AND ICE DAMS.
- SILT FENCE AND OTHER PRACTICES REQUIRING EARTH DISTURBANCE MUST BE INSTALLED PRIOR TO FROZEN GROUND.
- MULCH TO BE APPLIED AT A MINIMUM OF 2 INCHES DEPTH WITH 80-90% COVERAGE.
- AREAS OF DISTURBED SOILS MUST BE STABILIZED PRIOR TO ANY RUNOFF-PRODUCING EVENT, WITH THE FOLLOWING EXCEPTION:
  - STABILIZATION IS NOT REQUIRED IF THE WORK IS OCCURRING IN A SELF-CONTAINED EXCAVATION WITH NO OUTLET AND A DEPTH OF 2 FT OR GREATER (OPEN UTILITY TRENCHES), PROVIDED THAT ANY DEWATERING, IF NECESSARY, IS CONDUCTED AS REQUIRED.
- PRIOR TO STABILIZATION, SNOW OR ICE MUST BE REMOVED TO LESS THAN 1" THICKNESS.
- USE STONE TO STABILIZE AREAS WHERE CONSTRUCTION VEHICLE TRAFFIC IS ANTICIPATED.

11. INSPECTION AND MAINTENANCE

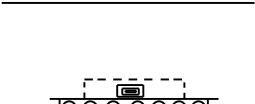

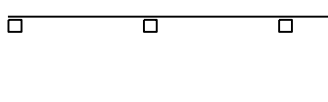
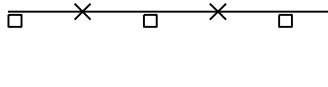
INSPECTION AND MONITORING OF THE PROJECT’S EPSC MEASURES SHALL BE CONDUCTED IN ACCORDANCE WITH STANDARD SPECIFICATION 653.04 MONITORING EROSION PREVENTION AND SEDIMENT CONTROL PLAN, ALONG WITH PERMIT SPECIFIC INSPECTION REQUIREMENTS.

CONTRACTORS SHALL PROVIDE A COPY OF THEIR INSPECTION FORM AS PART OF THEIR EPSC PLAN.

ALL EPSC MEASURES SHALL BE REGULARLY MAINTAINED AND SHALL BE CHECKED FOR SEDIMENT BUILD-UP. SEDIMENT SHALL BE DISPOSED AT AN APPROVED SITE WHERE IT WILL NOT BE SUBJECT TO EROSION.



PROJECT NAME:	BURLINGTON
PROJECT NUMBER:	STP BP21(11)
FILE NAME: z58842_epsc_nar.dgn	PLOT DATE: 6/28/2024
PROJECT LEADER: D.A. GINGRAS	DRAWN BY: R.M. O'BRIEN
DESIGNED BY: R.M. O'BRIEN	CHECKED BY: C.K. FORD
EPSC NARRATIVE (2 OF 2)	SHEET 44 OF 67

BARRIER FENCE (LINE STYLE) (653.5000)	
BRUSH LAYER	
CHECK DAM (LINE STYLE) (653.2501, 653.2502, OR 653.2503)	
COFFERDAM (LINE STYLE) (208.4000)	
CURB DROP INLET PROTECTION (653.4002)	
DUST CONTROL (609.1000 OR 609.1500)	
PIPE INLET PROTECTION (653.4003)	
EXCAVATED DROP INLET PROTECTION (653.4001)	
FIBER ROLL (EROSION LOG) (653.6000)	
FILTER BAG (653.4500)	
FILTER FABRIC DROP INLET PROTECTION (653.4001)	
LIVE CUTTINGS/LIVE STAKES PLANTING (656.1000)	
LIVE FASCINE (656.1000)	
PROJECT DEMARCATION FENCE (LINE STYLE) (653.5500)	
ROLLED EROSION CONTROL PRODUCT (RECP) (653.2001 OR 653.2002)	
SEDIMENT BASIN (INCIDENTAL TO COFFERDAM)	
SILT FENCE (LINE STYLE) (653.4701)	
SILT FENCE WOVEN WIRE (LINE STYLE) (653.4702)	
STABILIZED CONSTRUCTION ENTRANCE (653.3500)	
STONE & BLOCK DROP INLET PROTECTION (653.4001)	
SURFACE ROUGHENING (INCIDENTAL TO CONTRACT)	
TURBIDITY CURTAIN (FILTER CURTAIN)	
ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC ORIGINALLY DEVELOPED BY USDA-NRCS VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION	STANDARD SYMBOLS

VAOT NATURALIZED AREA TYPE I				
WEIGHT	NAME	LATIN NAME	GERM	PURITY
38%	CREEPING RED FESCUE	FESTUCA RUBRA VAR. RUBRA	90%	98%
29%	HARD FESCUE	FESTUCA LONGIFOLIA	85%	95%
15%	CHEWINGS FESCUE	FESTUCA RUBRA VAR. COMMUTATA	87%	95%
15%	ANNUAL RYEGRASS	LOLIUM MULTIFLORUM	90%	95%
3%	INERTS			
100%				

VAOT NATURALIZED AREA TYPE II				
WEIGHT	NAME	LATIN NAME	GERM	PURITY
37.5%	CREEPING RED FESCUE	FESTUCA RUBRA VAR. RUBRA	85%	98%
37.5%	TALL FESCUE	FESTUCA ARUNDINACEA	90%	95%
5.0%	RED TOP	AGROSTIS GIGANTEA	90%	95%
15.0%	WHITE FIELD CLOVER	TRIFOLIUM REPENS	85%	98%
5.0%	ANNUAL RYE GRASS	LOLIUM MULTIFLORUM	85%	95%
100%				

SEED RATE:BROADCAST: 75 LBS/ACRE  
HYDROSEED: PER MANUFACTURER'S RECOMMENDATIONS

*APPLY AMENDMENTS PER SOIL TEST RESULTS*

FERTILIZER (755.06):  
IF NO SOIL TEST IS PERFORMED, A SLOW OR CONTROLLED RELEASE FERTILIZER SHALL BE APPLIED AT A RATIO OF 1:1:1 (N:P:K). NITROGEN AND PHOSPHORUS SHALL BE APPLIED AT NO MORE THAN 1 LB. PER 1,000 SQ.FT.

LIMESTONE (755.08 & 755.09):  
IF NO SOIL TEST IS PERFORMED, APPLY LIMESTONE PER MANUFACTURER'S RECOMMENDATIONS.

COMPOST (755.05):  
COMPOST MAY BE APPLIED PER SOIL TEST RESULTS.

#### CONSTRUCTION GUIDANCE

- THESE SEED MIXES SHALL BE USED IN AREAS THAT WILL NATURALIZE, RECEIVING LIMITED ANNUAL MOWING THROUGH THE GROWING SEASON.
- USE SEED MIX AS INDICATED IN THE PLANS AND/OR FOR ALL ESTABLISHED UPLAND (NON-WETLAND) AREAS DISTURBED BY THE CONTRACTOR.IF THE PLANS DO NOT SPECIFY A SEED TYPE, NATURALIZED AREA TYPE I OR TYPE II SHALL BE USED.
- SEED MIXES SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS SEED.
- HAY MULCH TO BE PLACED ON EARTH SLOPES AT THE RATE OF 2 TONS/ACRE. ACHIEVE 90% GROUND COVER OR AS DIRECTED BY THE ENGINEER.
- FERTILIZER SHOULD NOT BE APPLIED WITHIN 2 WEEKS OF APPLYING LIMESTONE.
- FOR BEST ESTABLISHMENT, REAPPLY FERTILIZER 2-3 WEEKS AFTER GERMINATION.

#### TURF ESTABLISHMENT

THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 651 FOR SEED (PAY ITEM 651.1500 TURF ESTABLISHMENT, GENERAL SEED)

##### REVISIONS

JANUARY 12, 2015	WHF
JUNE 15, 2023	BKD

VAOT LAWN				
WEIGHT	NAME	LATIN NAME	GERM	PURITY
42.5%	CREEPING RED FESCUE	FESTUCA RUBRA VAR. RUBRA	85%	98%
20.0%	PERENNIAL RYE GRASS	LOLIUM PERENNE	90%	95%
32.5%	KENTUCKY BLUE GRASS	POA PRATENSIS	85%	85%
5.0%	ANNUAL RYE GRASS	LOLIUM MULTIFLORUM	85%	95%
100%				

SEED RATE:BROADCAST: 75 LBS/ACRE  
HYDROSEED: PER MANUFACTURER'S RECOMMENDATIONS

*APPLY AMENDMENTS PER SOIL TEST RESULTS*

FERTILIZER (755.06):  
IF NO SOIL TEST IS PERFORMED, A SLOW OR CONTROLLED RELEASE FERTILIZER SHALL BE APPLIED AT A RATIO OF 1:1:1 (N:P:K). NITROGEN AND PHOSPHORUS SHALL BE APPLIED AT NO MORE THAN 1 LB. PER 1,000 SQ.FT.

LIMESTONE (755.08 & 755.09):  
IF NO SOIL TEST IS PERFORMED, APPLY LIMESTONE PER MANUFACTURER'S RECOMMENDATIONS.

COMPOST (755.05):  
COMPOST MAY BE APPLIED PER SOIL TEST RESULTS.

#### CONSTRUCTION GUIDANCE

- THIS SEED MIX SHALL BE USED IN AREAS THAT WILL BE MANAGED AS TRADITIONAL LAWNS, RECEIVING FREQUENT MOWING.
- THIS SEED MIX SHALL NOT BE USED IN WETLANDS OR ANY WATERS OF THE STATE OF VERMONT.
- USE SEED MIX ONLY AS INDICATED IN THE PLANS.IF THE PLANS DO NOT SPECIFY A SEED TYPE, NATURALIZED AREA TYPE I OR TYPE II SHALL BE USED.
- SEED MIX SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS SEED.
- HAY MULCH TO BE PLACED ON EARTH SLOPES AT THE RATE OF 2 TONS/ACRE. ACHIEVE 90% GROUND COVER OR AS DIRECTED BY THE ENGINEER.
- FERTILIZER SHOULD NOT BE APPLIED WITHIN 2 WEEKS OF APPLYING LIMESTONE.
- FOR BEST ESTABLISHMENT, REAPPLY FERTILIZER 2-3 WEEKS AFTER GERMINATION.

#### TURF ESTABLISHMENT

THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 651 FOR SEED (PAY ITEM 651.1500 TURF ESTABLISHMENT, GENERAL SEED)

##### REVISIONS

JANUARY 12, 2015	WHF
JUNE 15, 2023	BKD

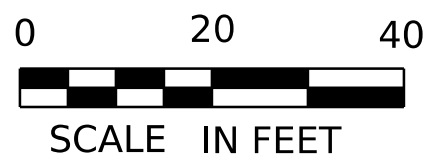
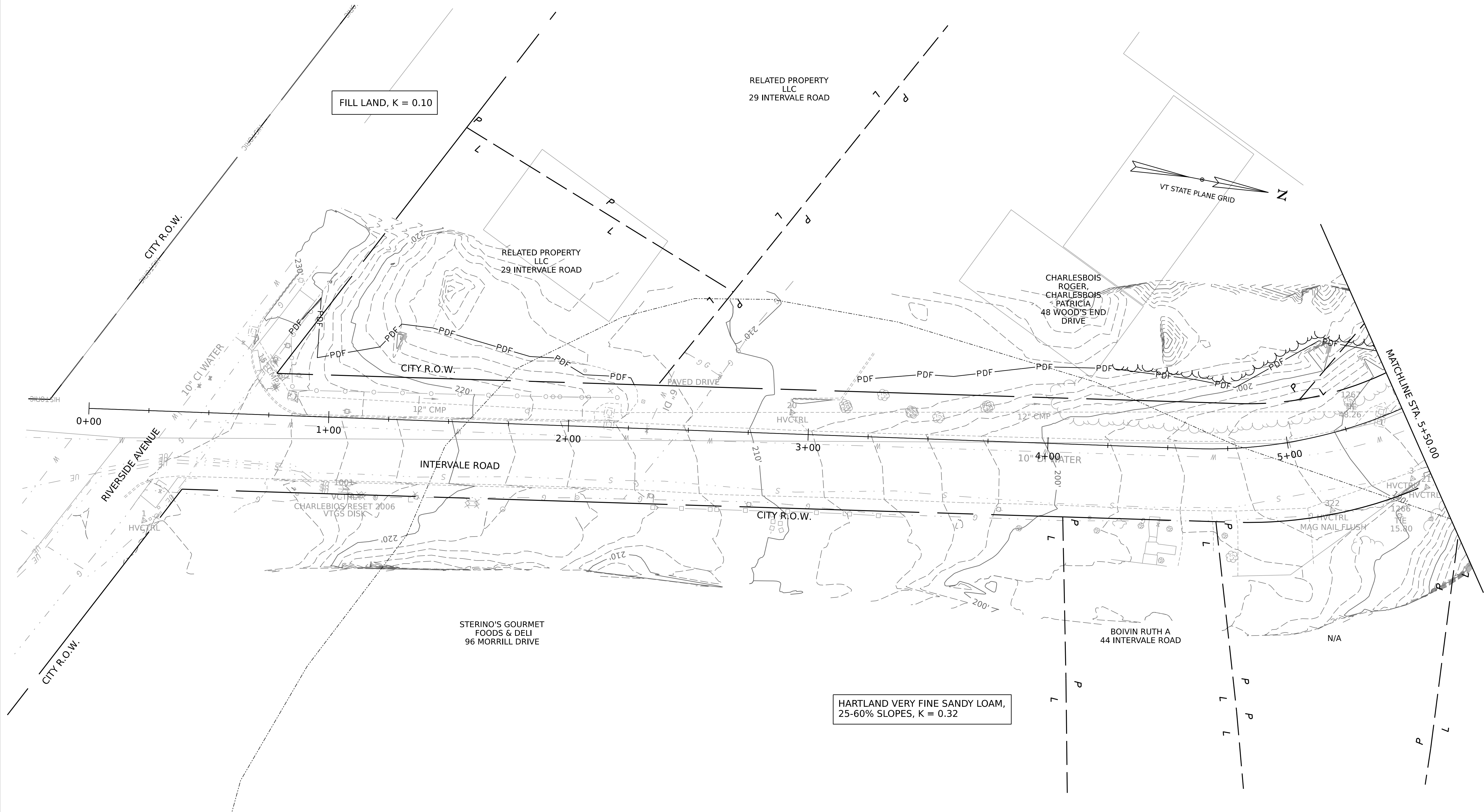


PROJECT NAME: BURLINGTON  
PROJECT NUMBER: STP BP21(11)

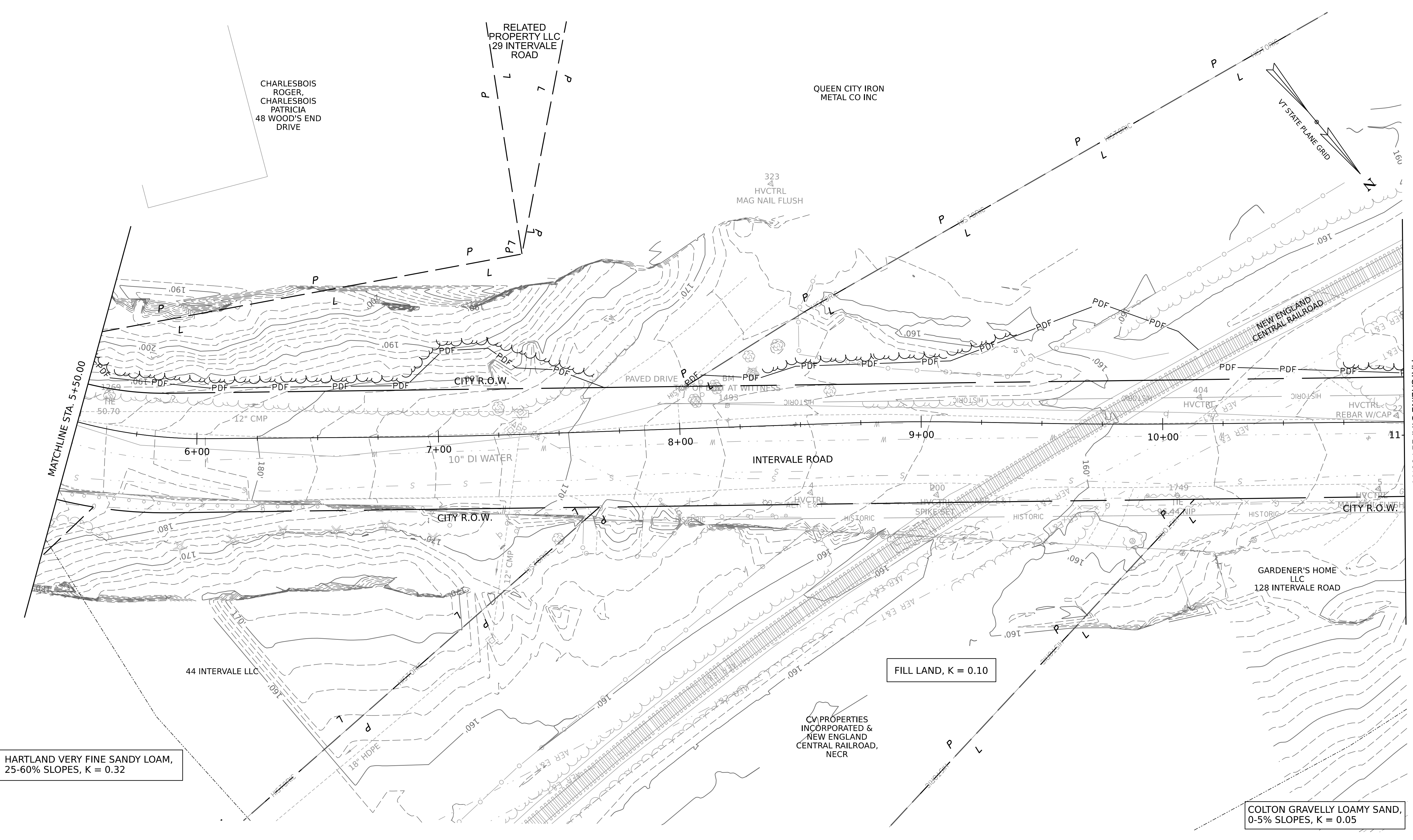
FILE NAME: z58842_epsc_detail.dgn  
PROJECT LEADER: D.A. GINGRAS  
DESIGNED BY: R.M. O'BRIEN  
EPSC DETAILS SHEETS

PLOT DATE: 6/28/2024  
DRAWN BY: R.M. O'BRIEN  
CHECKED BY: C.K. FORD  
SHEET 45 OF 67





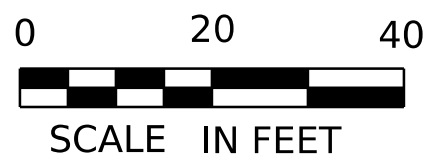
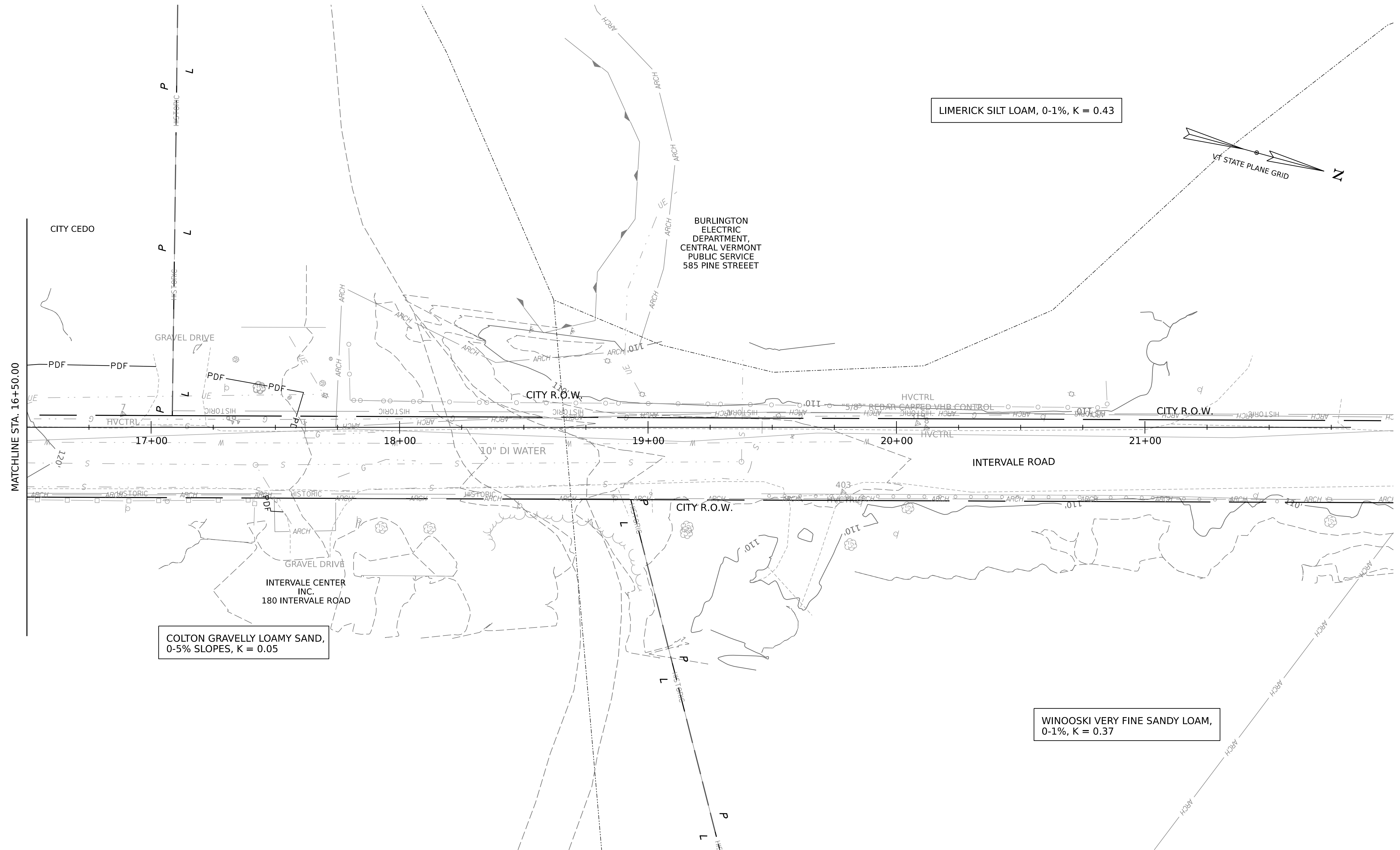
PROJECT NAME:	BURLINGTON	PLOT DATE:	6/28/2024
PROJECT NUMBER:	STP BP21(11)	DRAWN BY:	R.M. O'BRIEN
FILE NAME:	z58842_bdr_ero_exist.dgn	CHECKED BY:	C.K. FORD
PROJECT LEADER:	D.A. GINGRAS		
DESIGNED BY:	R.M. O'BRIEN		
EPSC EXISTING CONDITION PLAN SHEETS (1 OF 4) SHEET 46 OF 67			



PROJECT NAME:	BURLINGTON
PROJECT NUMBER:	STP BP21(11)
FILE NAME:	z58842_bdr_ero_exist.dgn
PROJECT LEADER:	D.A. GINGRAS
DESIGNED BY:	R.M. O'BRIEN
EPSC EXISTING CONDITION PLAN SHEETS (2 OF 4)	SHEET 47 OF 67
PLOT DATE:	6/28/2024
DRAWN BY:	R.M. O'BRIEN
CHECKED BY:	C.K. FORD

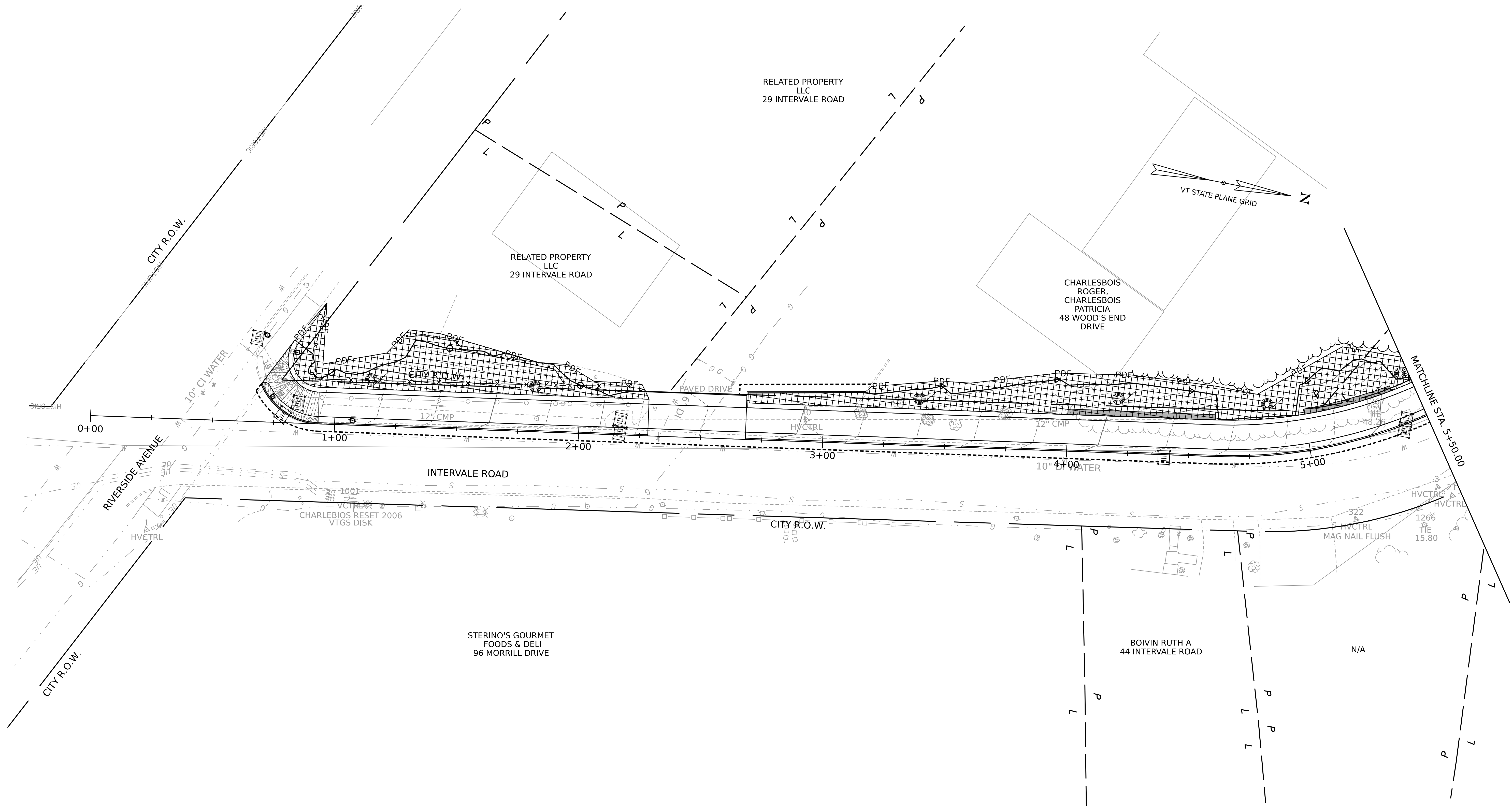




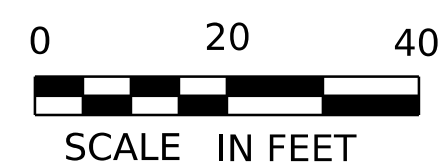
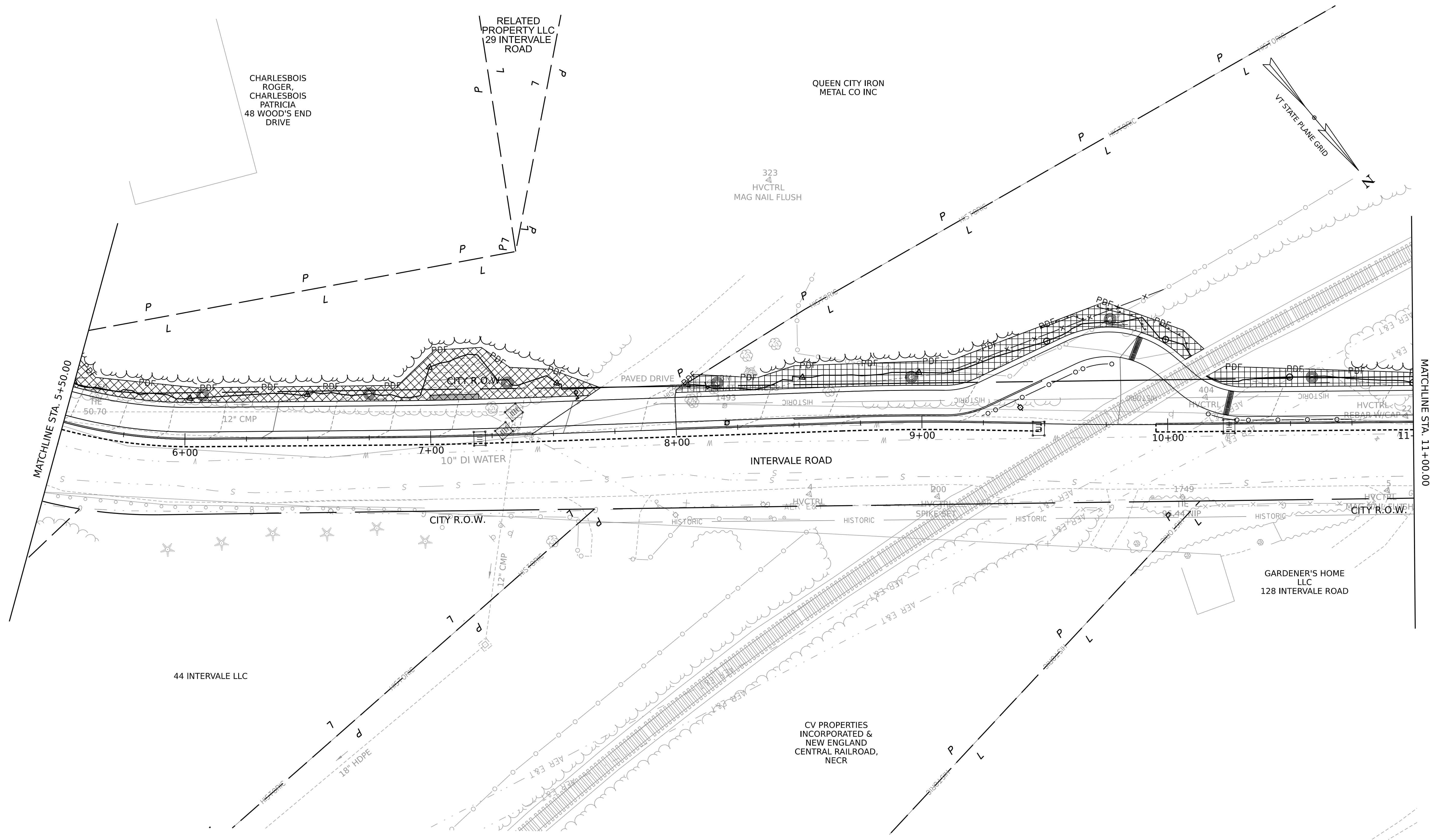


PROJECT NAME:	BURLINGTON	PLOT DATE:	6/28/2024
PROJECT NUMBER:	STP BP21(11)	DRAWN BY:	R.M. O'BRIEN
FILE NAME:	z58842_bdr_ero_exist.dgn	CHECKED BY:	C.K. FORD
PROJECT LEADER:	D.A. GINGRAS		
DESIGNED BY:	R.M. O'BRIEN		
EPSC EXISTING CONDITION PLAN SHEETS (4 OF 4) SHEET 49 OF 67			

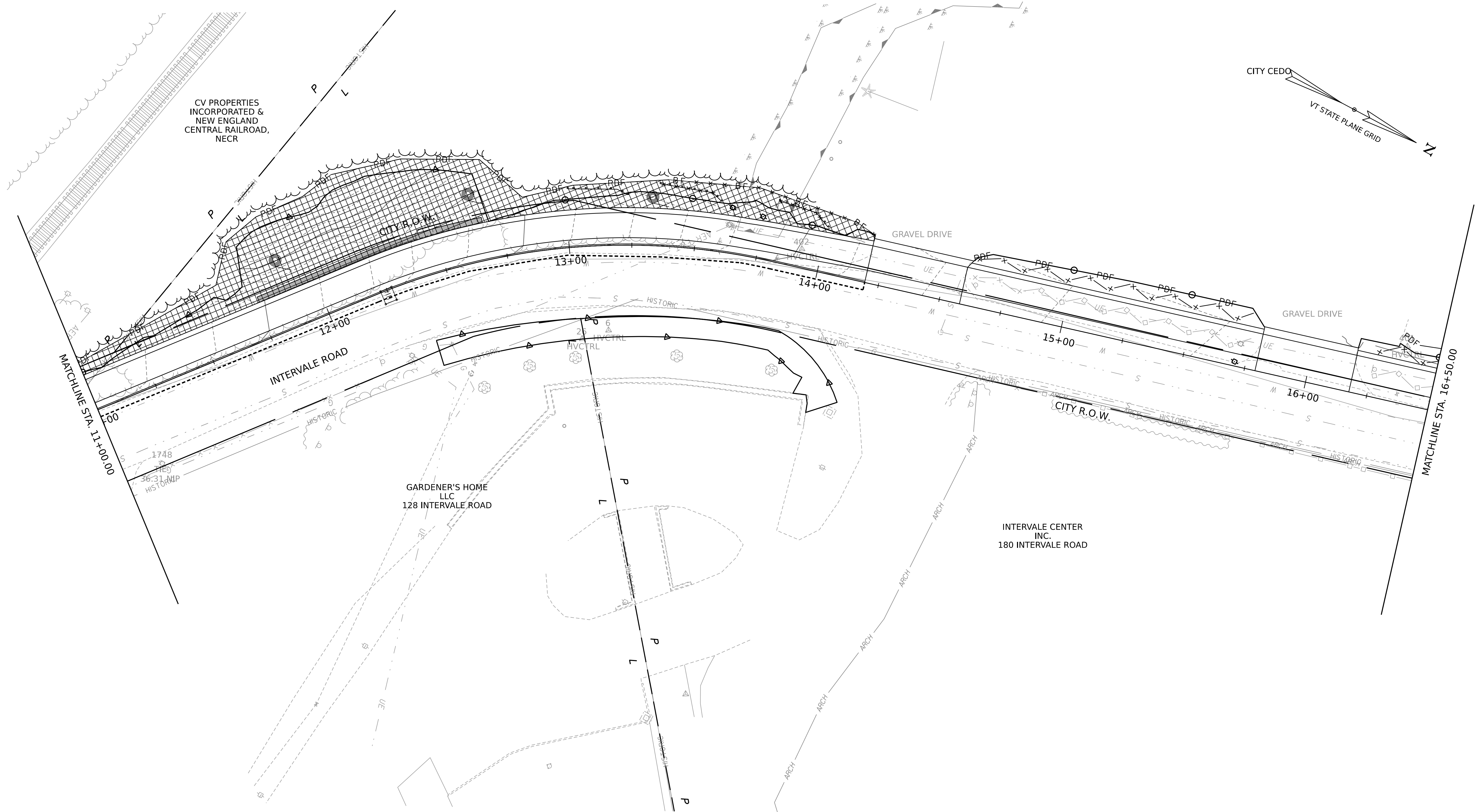




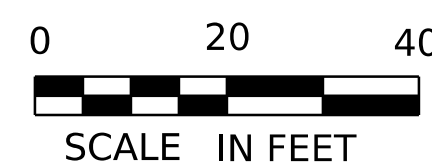
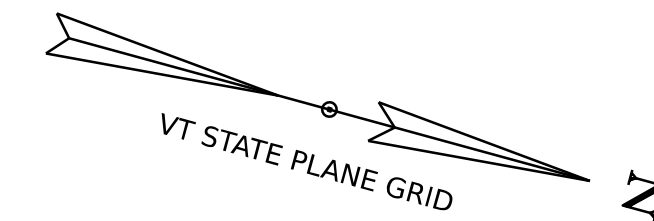
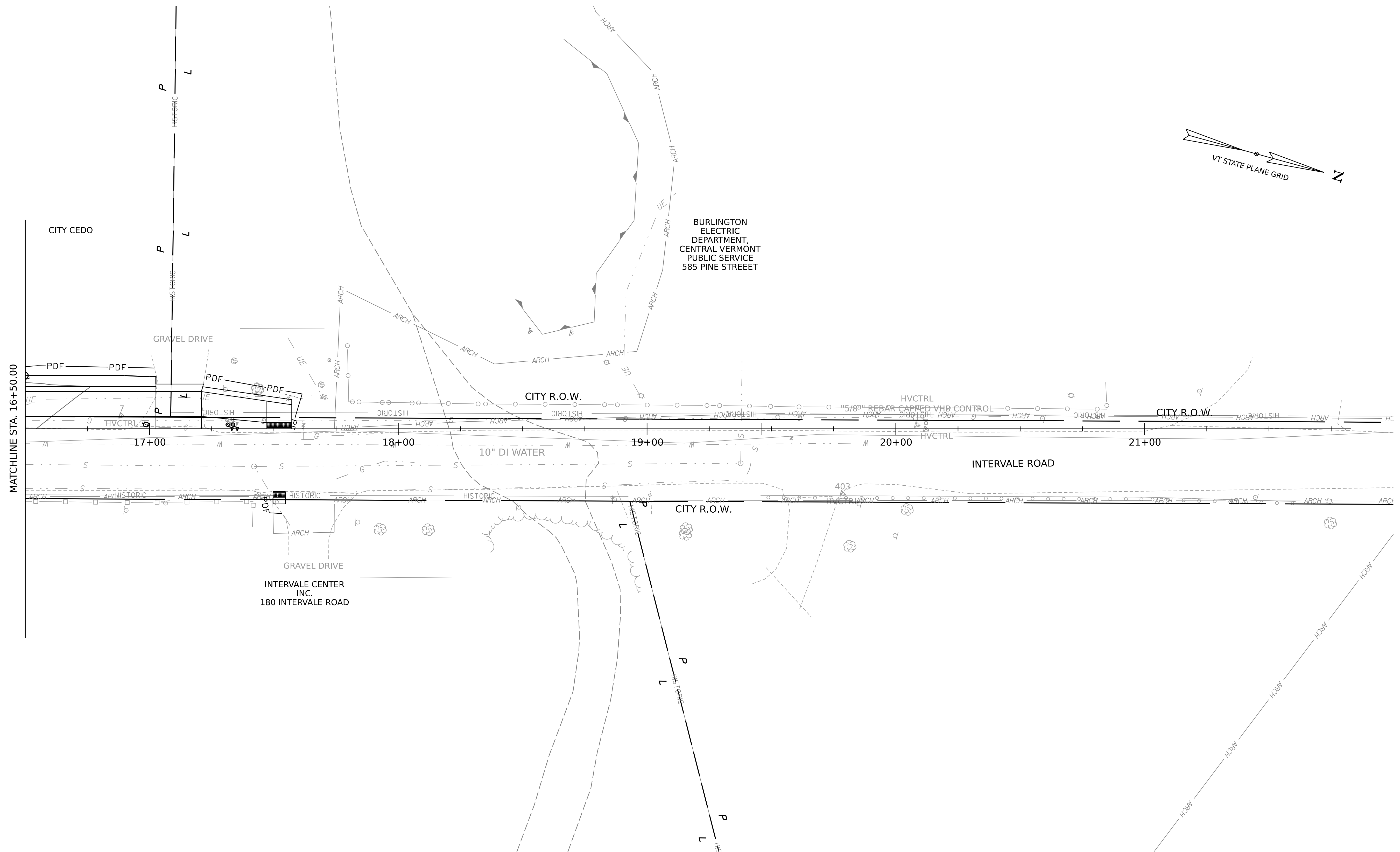
PROJECT NAME:	BURLINGTON
PROJECT NUMBER:	STP BP21(11)
FILE NAME:	z58842_bdr_ero_const.dgn
PROJECT LEADER:	D.A. GINGRAS
DESIGNED BY:	R.M. O'BRIEN
EPSC CONSTRUCTION PLAN SHEETS (1 OF 4)	
PLOT DATE:	6/28/2024
DRAWN BY:	R.M. O'BRIEN
CHECKED BY:	C.K. FORD
SHEET	50 OF 67



PROJECT NAME:	BURLINGTON	PLOT DATE:	6/28/2024
PROJECT NUMBER:	STP BP21(11)	DRAWN BY:	R.M. O'BRIEN
FILE NAME:	z58842_bdr_ero_const.dgn	CHECKED BY:	C.K. FORD
PROJECT LEADER:	D.A. GINGRAS		
DESIGNED BY:	R.M. O'BRIEN		
EPSC CONSTRUCTION PLAN SHEETS (2 OF 4)		SHEET	51 OF 67

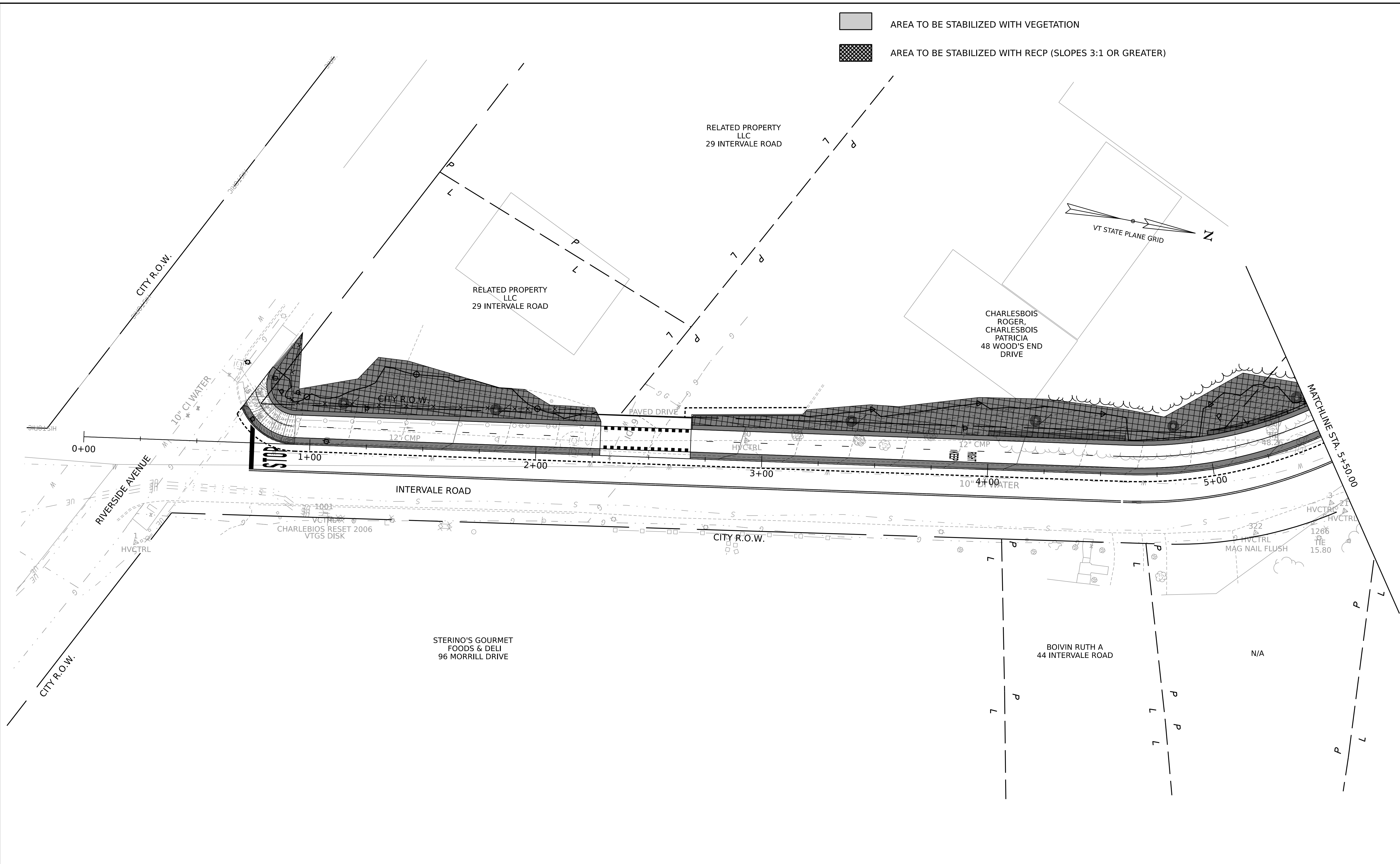


PROJECT NAME:	BURLINGTON	PLOT DATE:	6/28/2024
PROJECT NUMBER:	STP BP21(11)	DRAWN BY:	R.M. O'BRIEN
FILE NAME:	z58842_bdr_ero_const.dgn	CHECKED BY:	C.K. FORD
PROJECT LEADER:	D.A. GINGRAS		
DESIGNED BY:	R.M. O'BRIEN		
EPSC CONSTRUCTION PLAN SHEETS (3 OF 4)		SHEET	52 OF 67

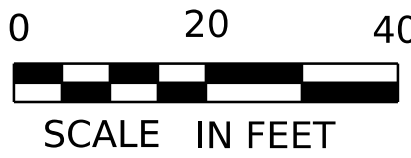
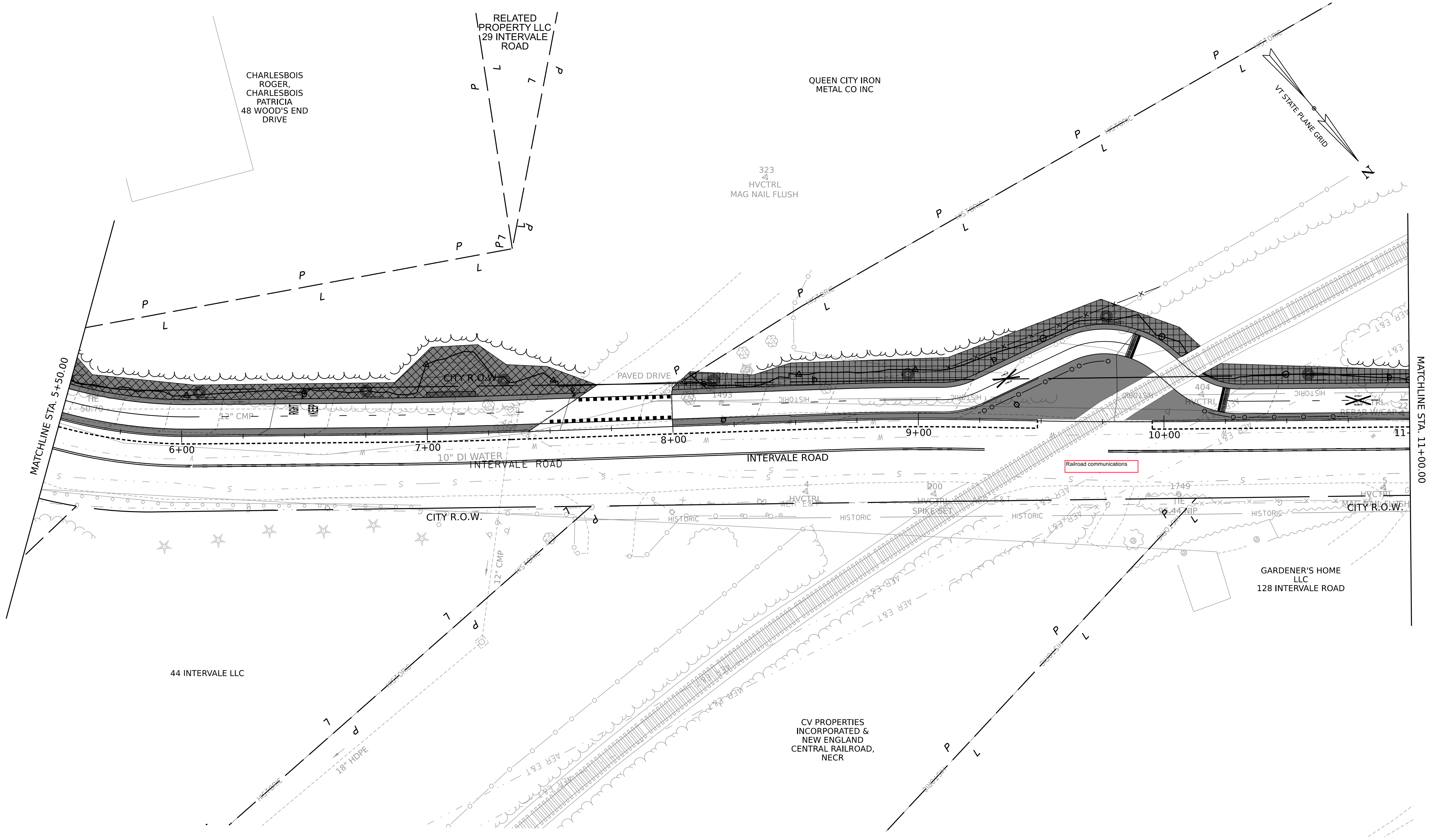


PROJECT NAME:	BURLINGTON	PLOT DATE:	6/28/2024
PROJECT NUMBER:	STP BP21(11)	DRAWN BY:	R.M. O'BRIEN
FILE NAME:	z58842_bdr_ero_const.dgn	CHECKED BY:	C.K. FORD
PROJECT LEADER:	D.A. GINGRAS		
DESIGNED BY:	R.M. O'BRIEN		
EPSC CONSTRUCTION PLAN SHEETS (4 OF 4)		SHEET	53 OF 67





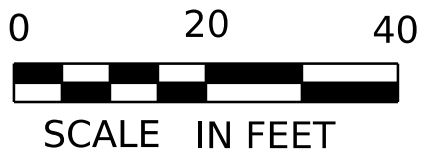
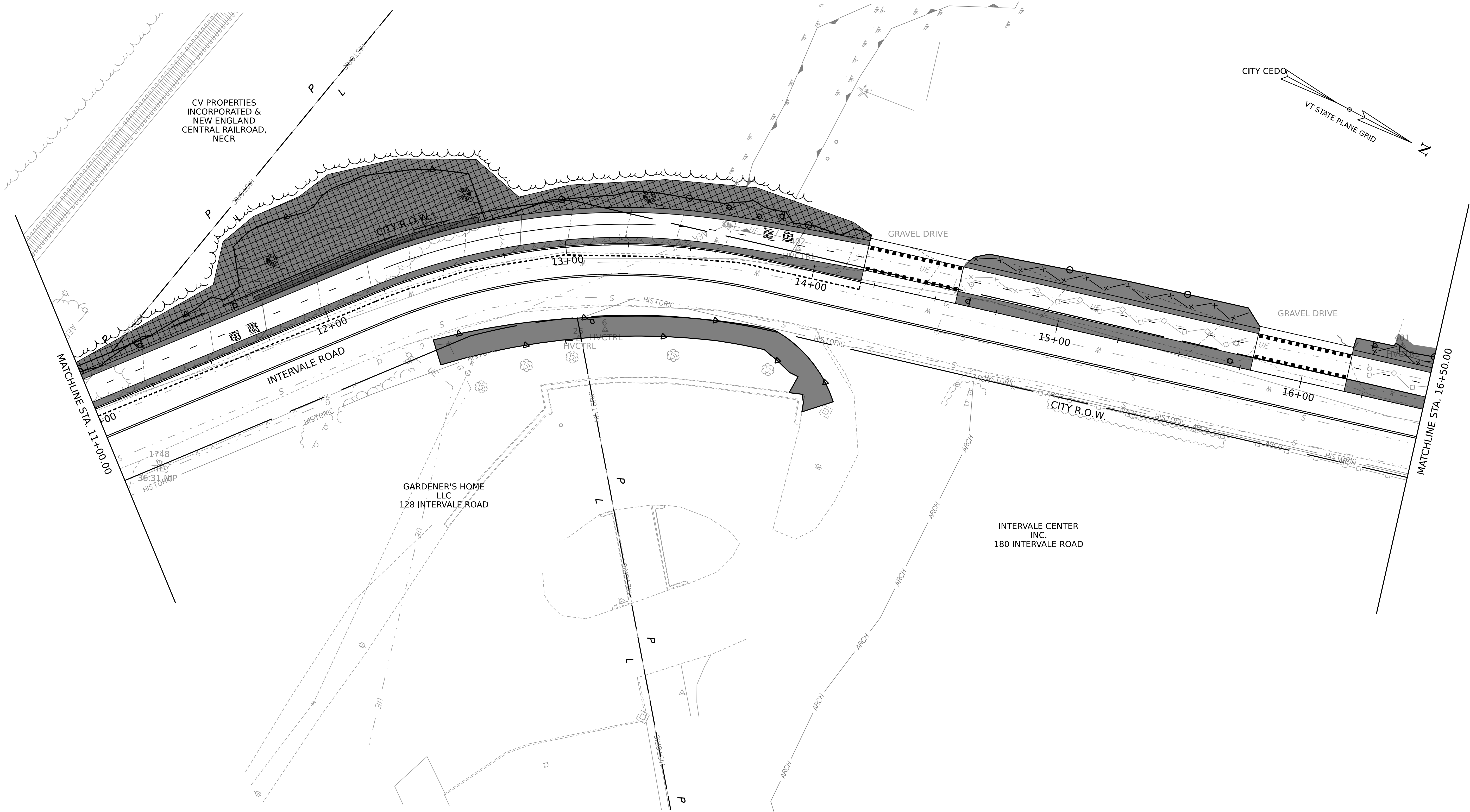
- AREA TO BE STABILIZED WITH VEGETATION
- AREA TO BE STABILIZED WITH RECP (SLOPES 3:1 OR GREATER)



PROJECT NAME:	BURLINGTON	PLOT DATE:	6/28/2024
PROJECT NUMBER:	STP BP21(11)	DRAWN BY:	R.M. O'BRIEN
FILE NAME:	z58842_bdr_ero_final.dgn	CHECKED BY:	C.K. FORD
PROJECT LEADER:	D.A. GINGRAS	SHEET	55 OF 67
DESIGNED BY:	R.M. O'BRIEN		
EPSC FINAL PLAN SHEETS (2 OF 4)			



- AREA TO BE STABILIZED WITH VEGETATION
- AREA TO BE STABILIZED WITH RECP (SLOPES 3:1 OR GREATER)



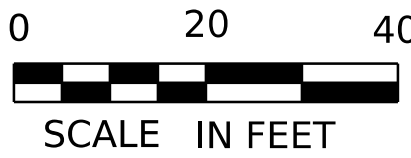
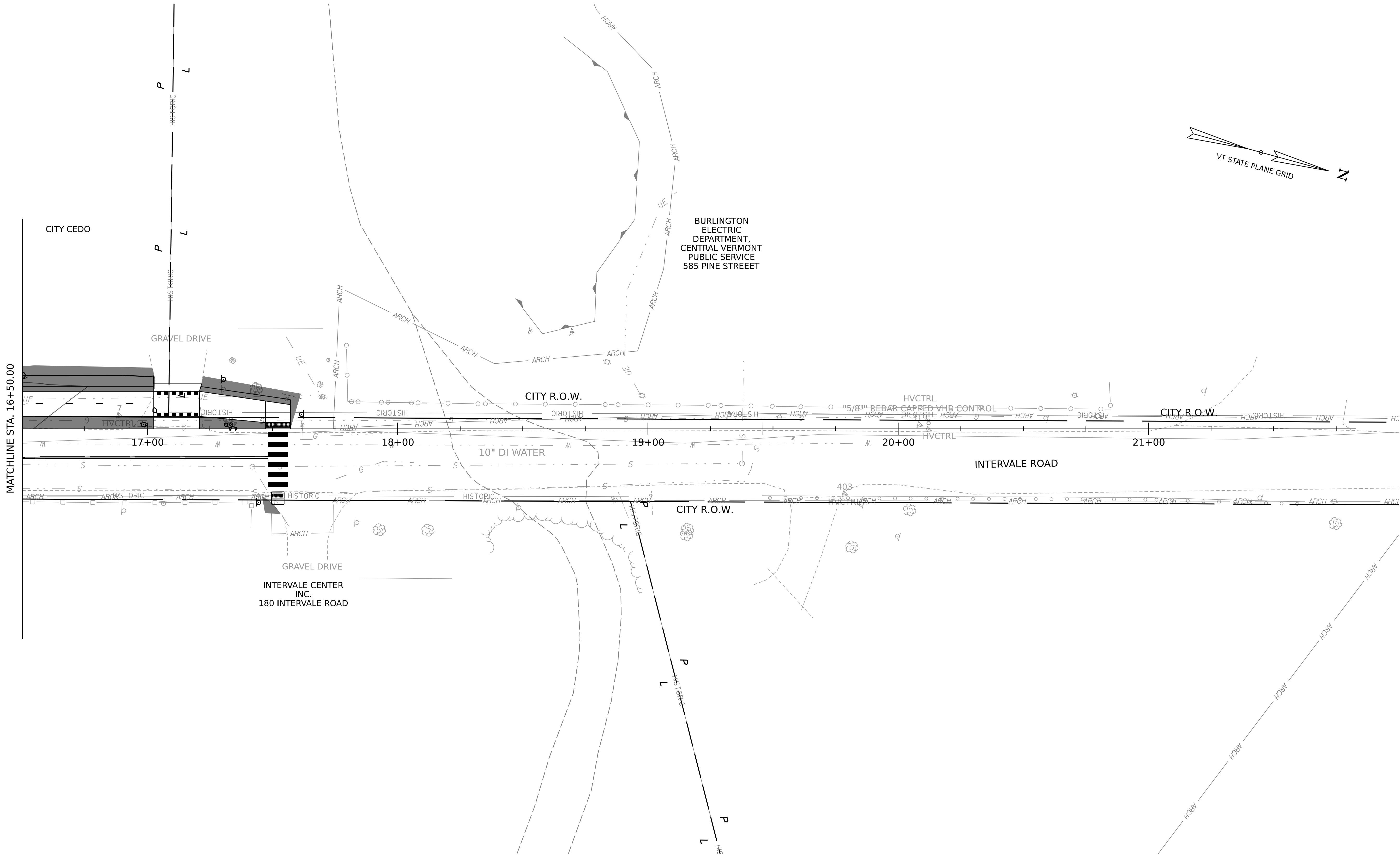
PROJECT NAME:	BURLINGTON	PROJECT NUMBER:	STP BP21(11)
FILE NAME:	z58842_bdr_ero_final.dgn	PLOT DATE:	6/28/2024
PROJECT LEADER:	D.A. GINGRAS	DRAWN BY:	R.M. O'BRIEN
DESIGNED BY:	R.M. O'BRIEN	CHECKED BY:	C.K. FORD
EPSC FINAL PLAN SHEETS (3 OF 4)		SHEET	56 OF 67



AREA TO BE STABILIZED WITH VEGETATION



AREA TO BE STABILIZED WITH RECP (SLOPES 3:1 OR GREATER)

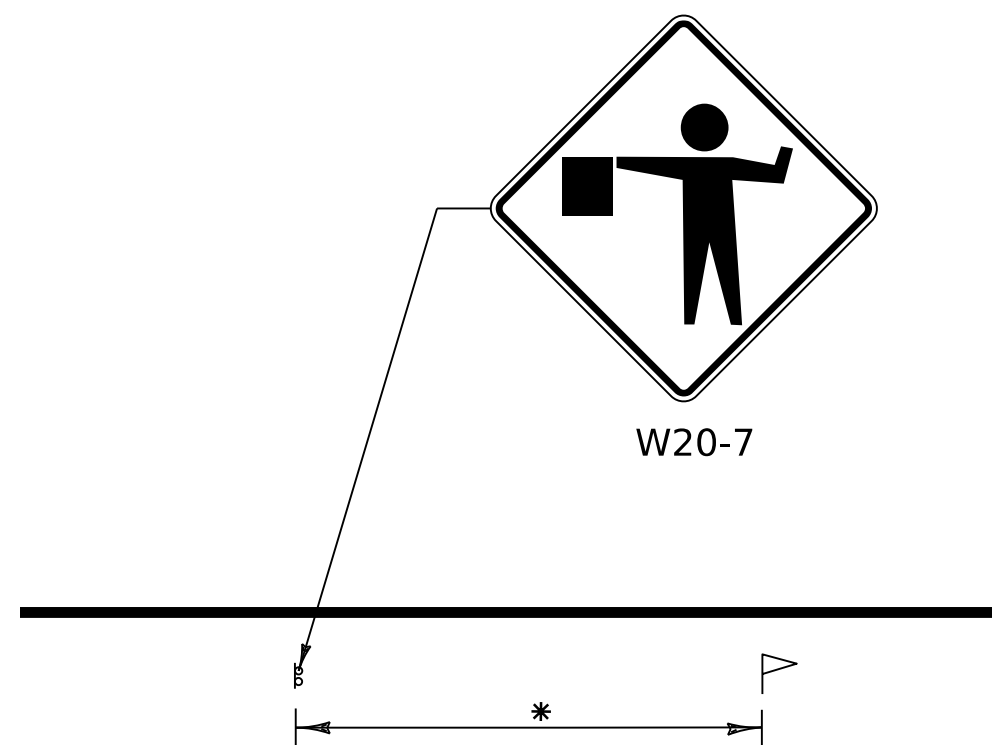
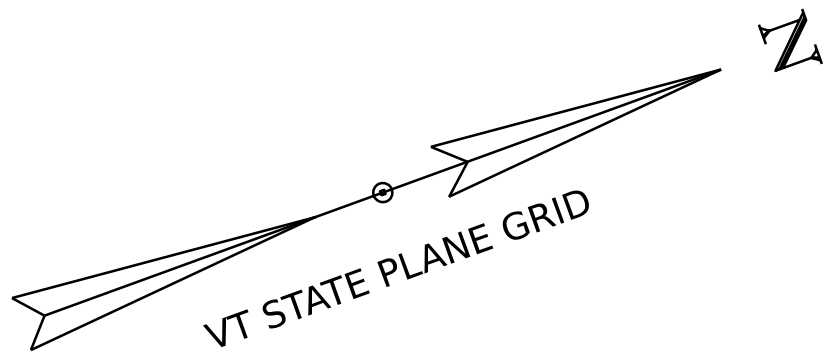
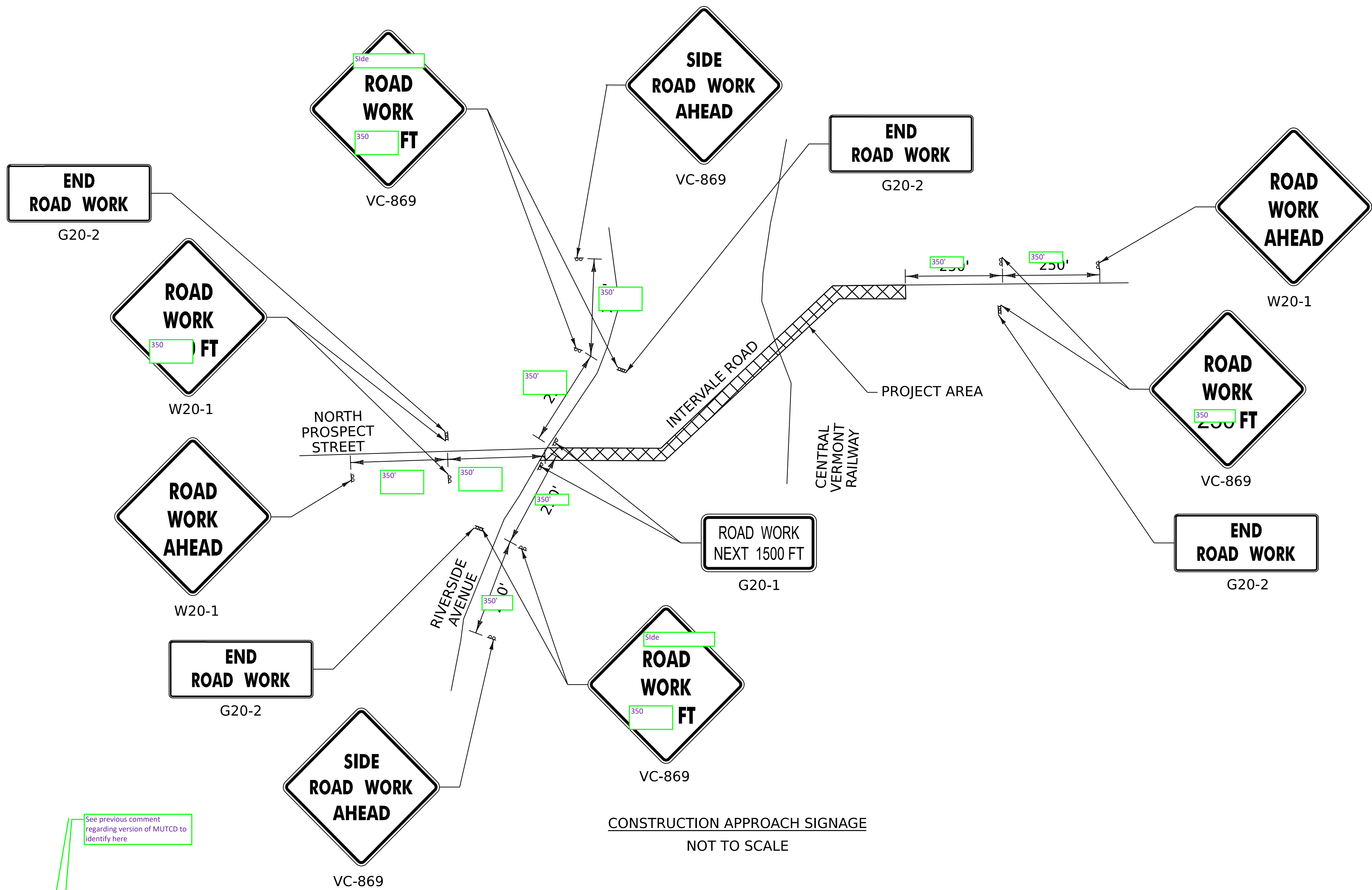


PROJECT NAME: BURLINGTON  
PROJECT NUMBER: STP BP21(11)

FILE NAME: z58842_bdr_ero_final.dgn  
PROJECT LEADER: D.A. GINGRAS  
DESIGNED BY: R.M. O'BRIEN  
EPSC FINAL PLAN SHEETS (4 OF 4)

PLOT DATE: 6/28/2024  
DRAWN BY: R.M. O'BRIEN  
CHECKED BY: C.K. FORD  
SHEET 57 OF 67





ADDITIONAL SIGNAGE WHEN FLAGGERS ARE ACTIVELY WORKING

▷ = FLAGGER

* 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.

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 641.1100 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 641.1100 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 AND T-10 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. ACCOMMODATIONS 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 ACCOMMODATIONS 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.



PROJECT NAME:	BURLINGTON
PROJECT NUMBER:	STP BP21(11)
FILE NAME:	z58842_tcp.dgn
PROJECT LEADER:	D.A. GINGRAS
DESIGNED BY:	R.M. O'BRIEN
TRAFFIC CONTROL PLAN NARRATIVE (1 OF 2)	
PLOT DATE:	6/28/2024
DRAWN BY:	R.M. O'BRIEN
CHECKED BY:	C.K. FORD
SHEET	58 OF 67

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 PLACE 7 FEET ON CENTER APART. IT SHOULD BE NOTED THAT CURB PARKING SHALL BE PROHIBITED FOR AT LEAST 20 FEET FROM MIDBLOCK CROSSWALKS. TEMPORARY CROSSWALK SIGNS SHALL BE PROVIDED FOR THE CROSSWALK.
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.

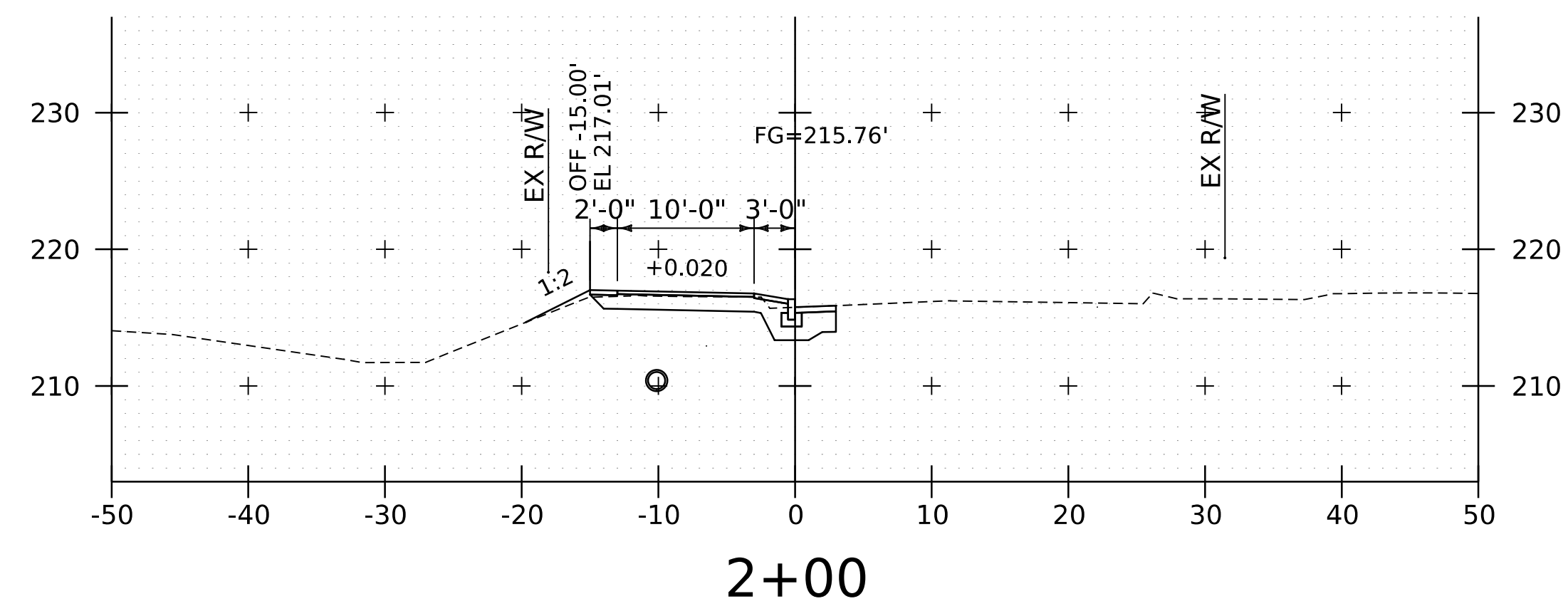
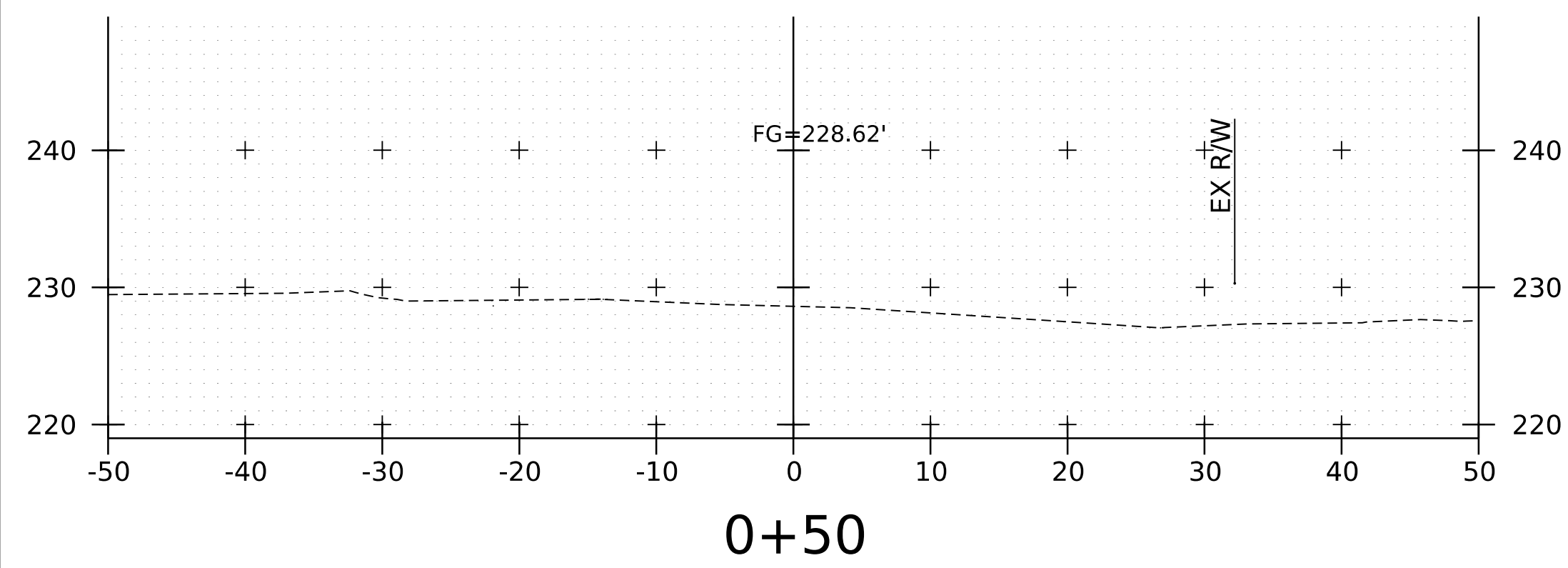
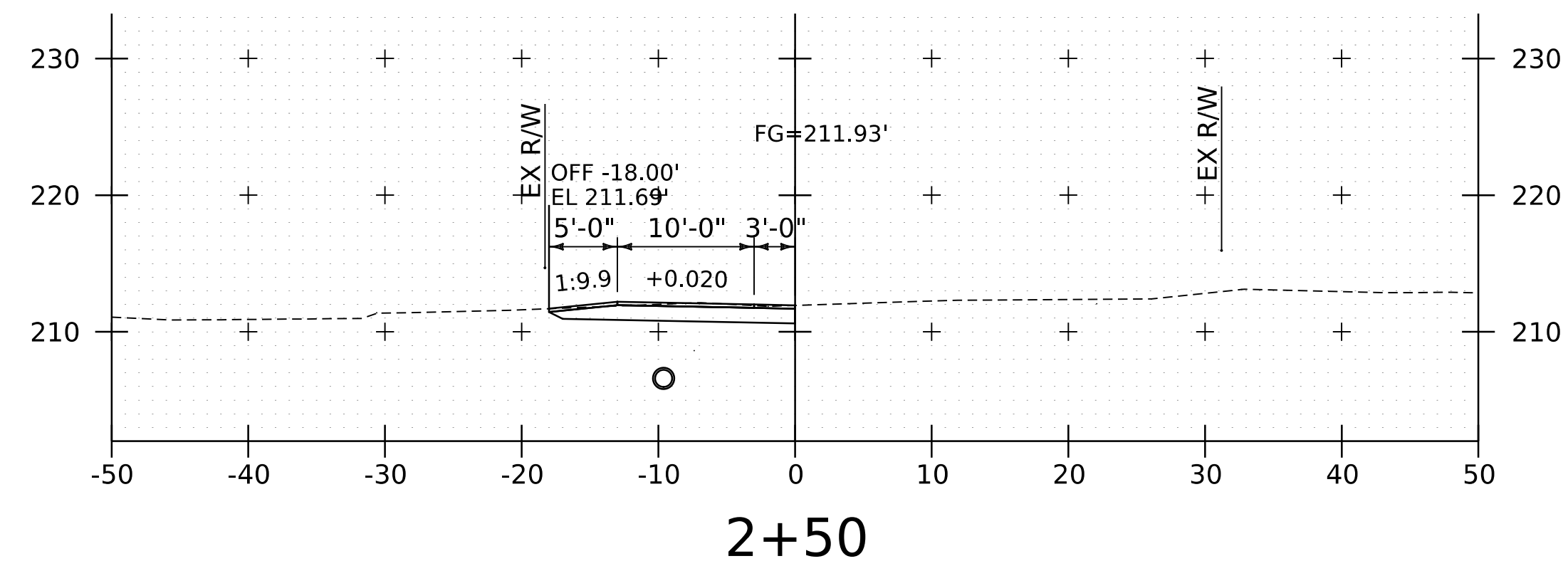
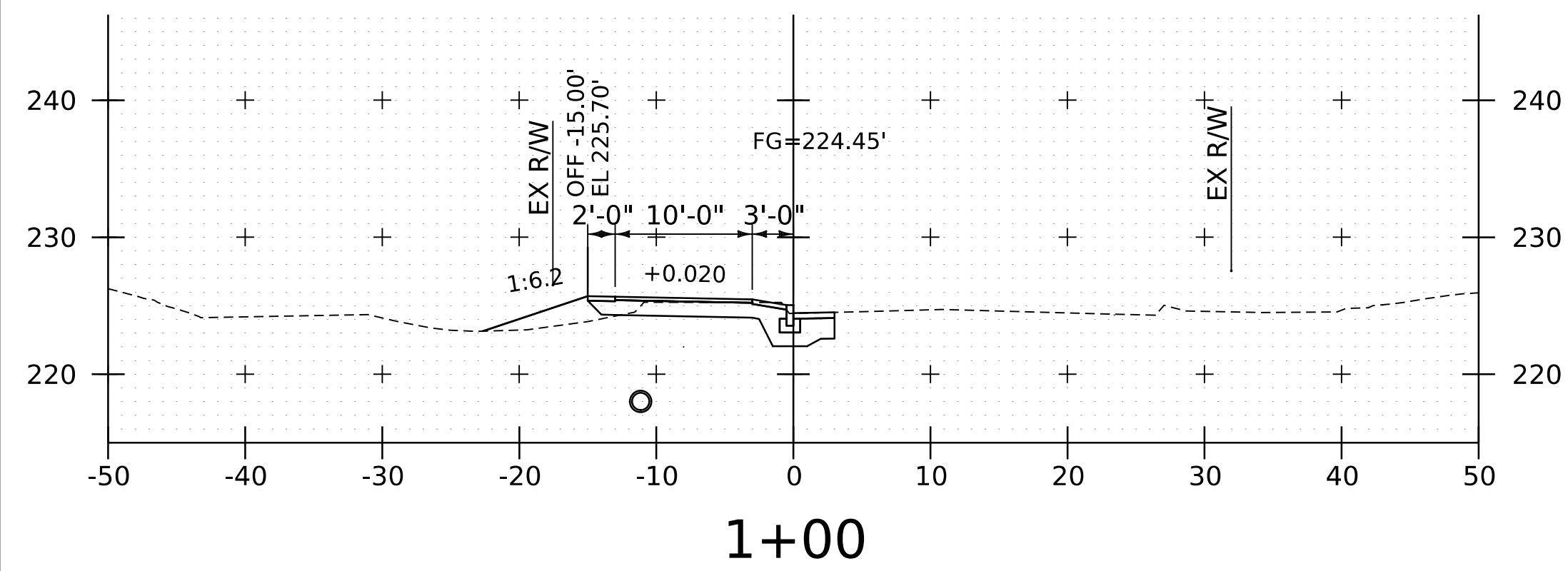
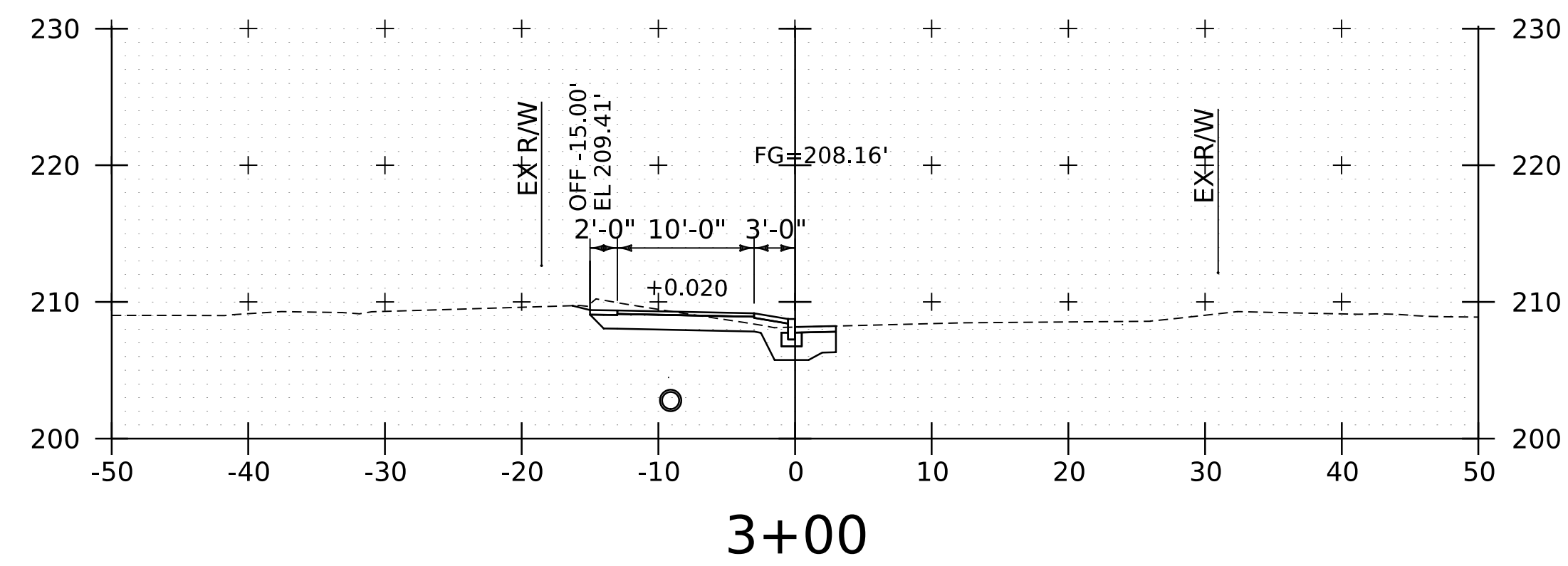
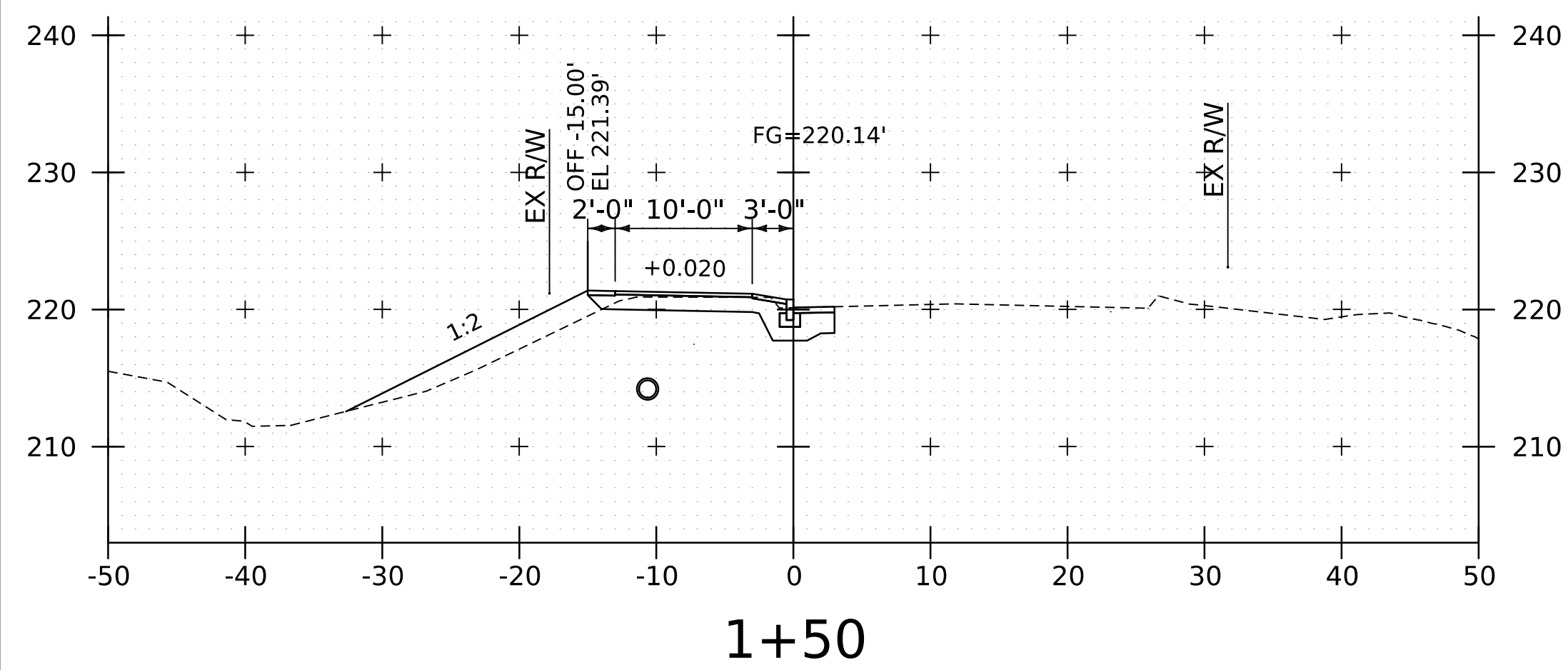
THE CONTRACTOR SHALL REVIEW AND USE THE "VERMONT BICYCLE AND PEDESTRIAN WORK ZONE TRAFFIC CONTROL GUIDE," AVAILABLE ON VTRANS WEBSITE TO DESIGN AND IMPLEMENT TRAFFIC CONTROL FOR BICYCLE AND PEDESTRIAN INTO THEIR SITE-SPECIFIC TRAFFIC CONTROL PLAN FOR ALL STAGES OF CONSTRUCTION.
13.

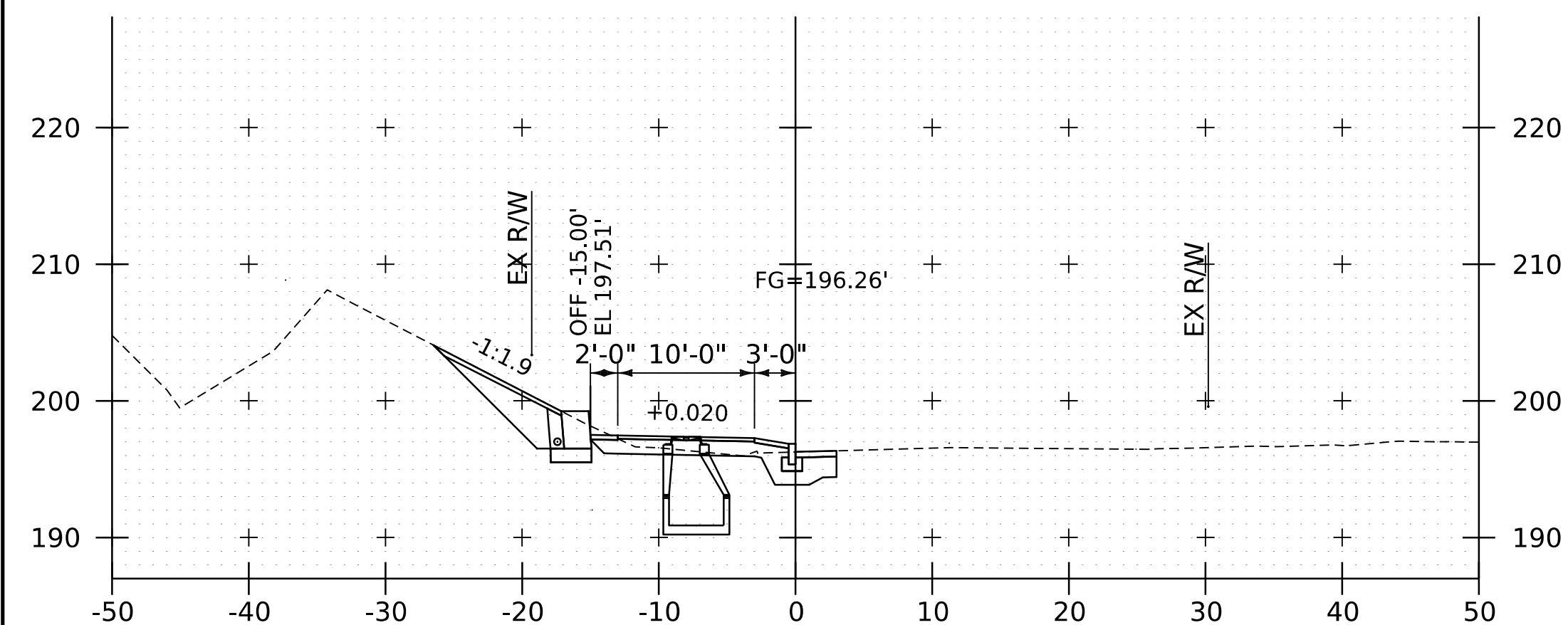
WHEN NO SIDEWALK EXISTS WITHIN THE CONSTRUCTION AREA, BUT PEDESTRIANS AND BICYCLISTS USE THE SHOULDER, A TEMPORARY CIRCULATION PATH SHALL BE MADE AVAILABLE WHEN THE SHOULDER IS CLOSED DUE TO CONSTRUCTION ACTIVITIES. THE TEMPORARY CIRCULATION PATH SHALL MATCH THE LEVEL OF ACCESSIBILITY THAT EXISTS PRIOR TO THE SHOULDER CLOSURE.
14.

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.

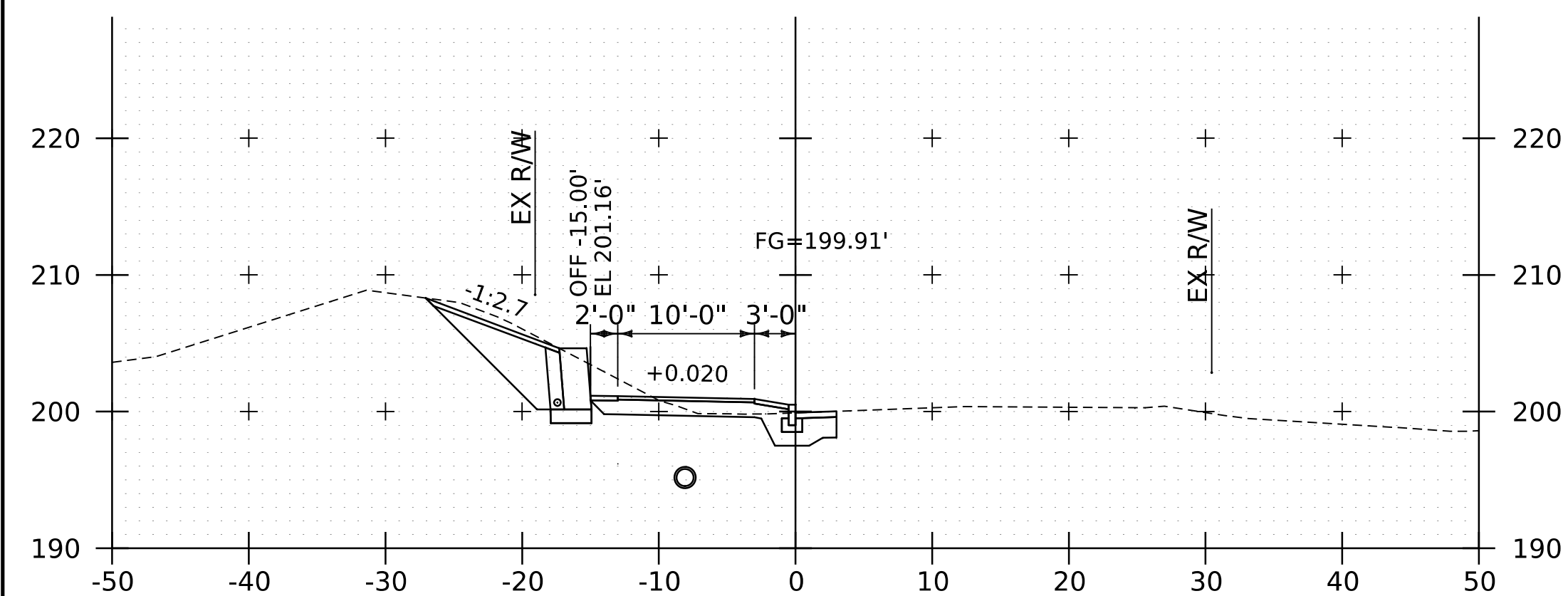


PROJECT NAME:	BURLINGTON
PROJECT NUMBER:	STP BP21(11)
FILE NAME:	z58842_tcp.dgn
PROJECT LEADER:	D.A. GINGRAS
DESIGNED BY:	R.M. O'BRIEN
TRAFFIC CONTROL PLAN NARRATIVE (2 OF 2)	PLOT DATE: 6/28/2024 DRAWN BY: R.M. O'BRIEN CHECKED BY: C.K. FORD SHEET 59 OF 67

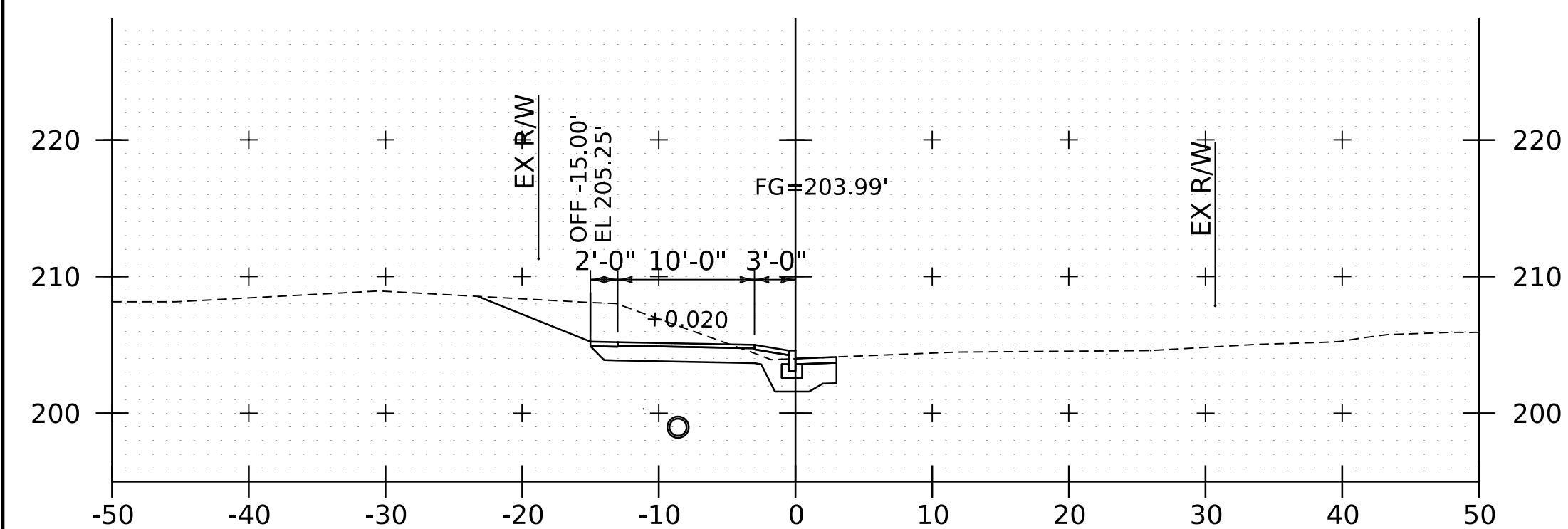




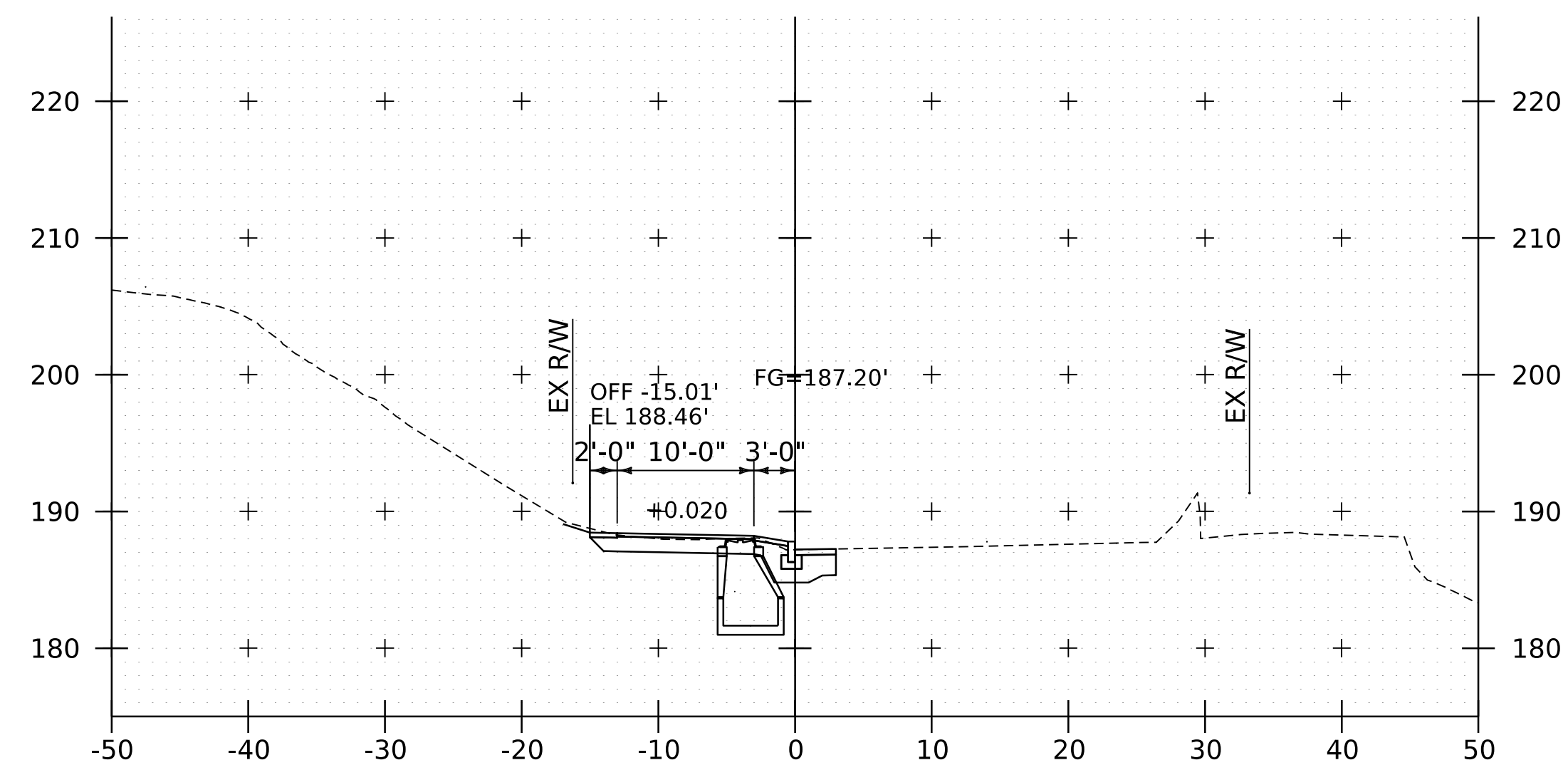
4+50



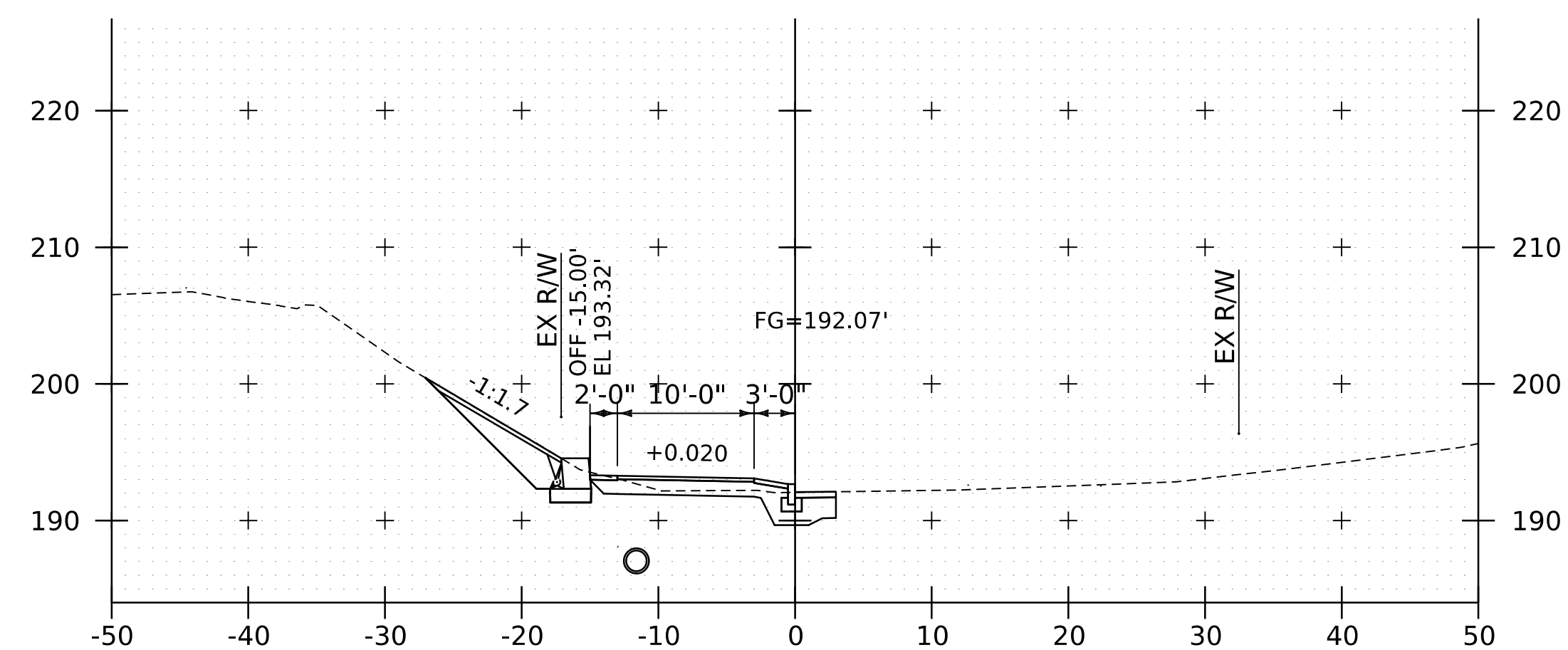
4+00



3+50



5+50

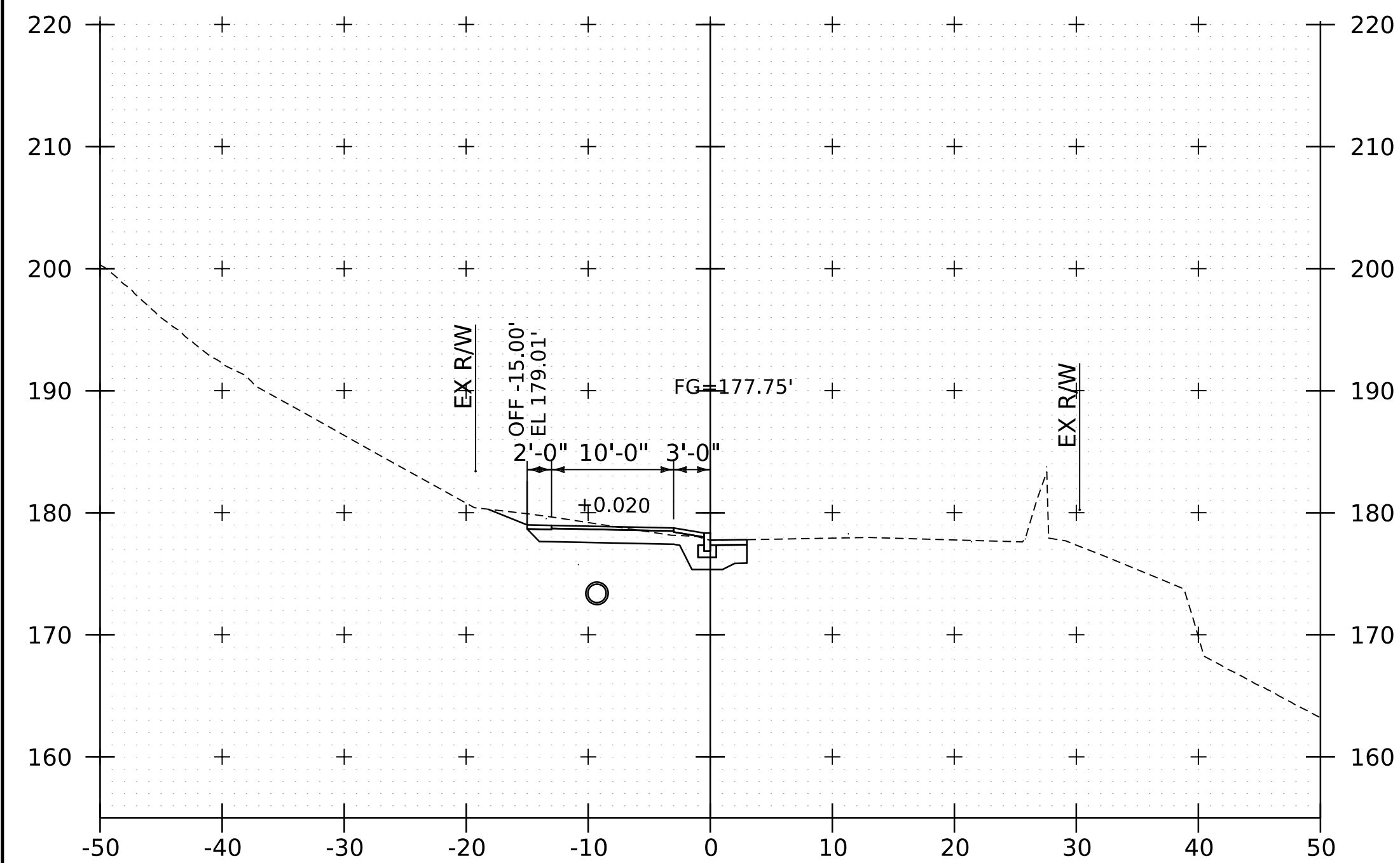


5+00

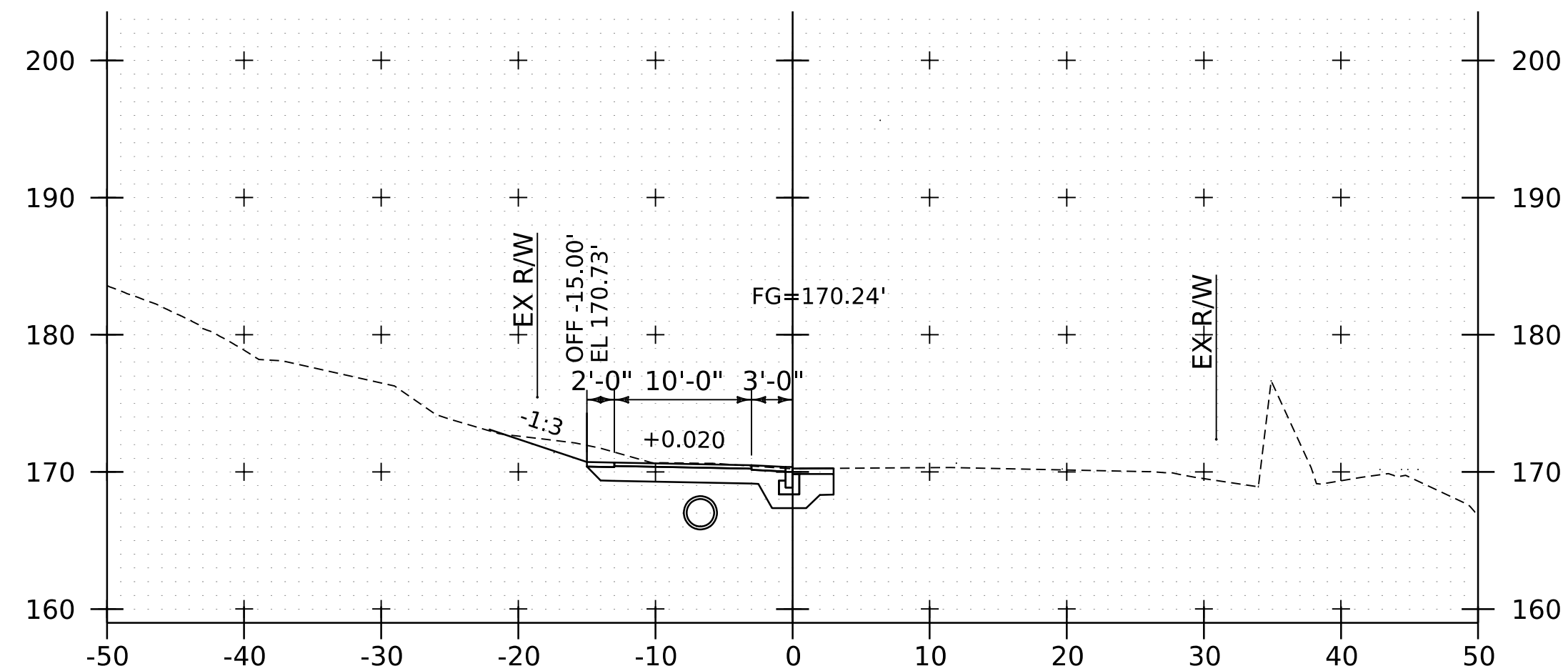


PROJECT NAME:	BURLINGTON	PLOT DATE:	6/28/2024
PROJECT NUMBER:	STP BP21(11)	DRAWN BY:	R.M. O'BRIEN
FILE NAME:	z58842_xs.dgn	CHECKED BY:	C.K. FORD
PROJECT LEADER:	D.A. GINGRAS	SHEET	61 OF 67
DESIGNED BY:	R.M. O'BRIEN		
CROSS SECTION SHEET (2 OF 8)			

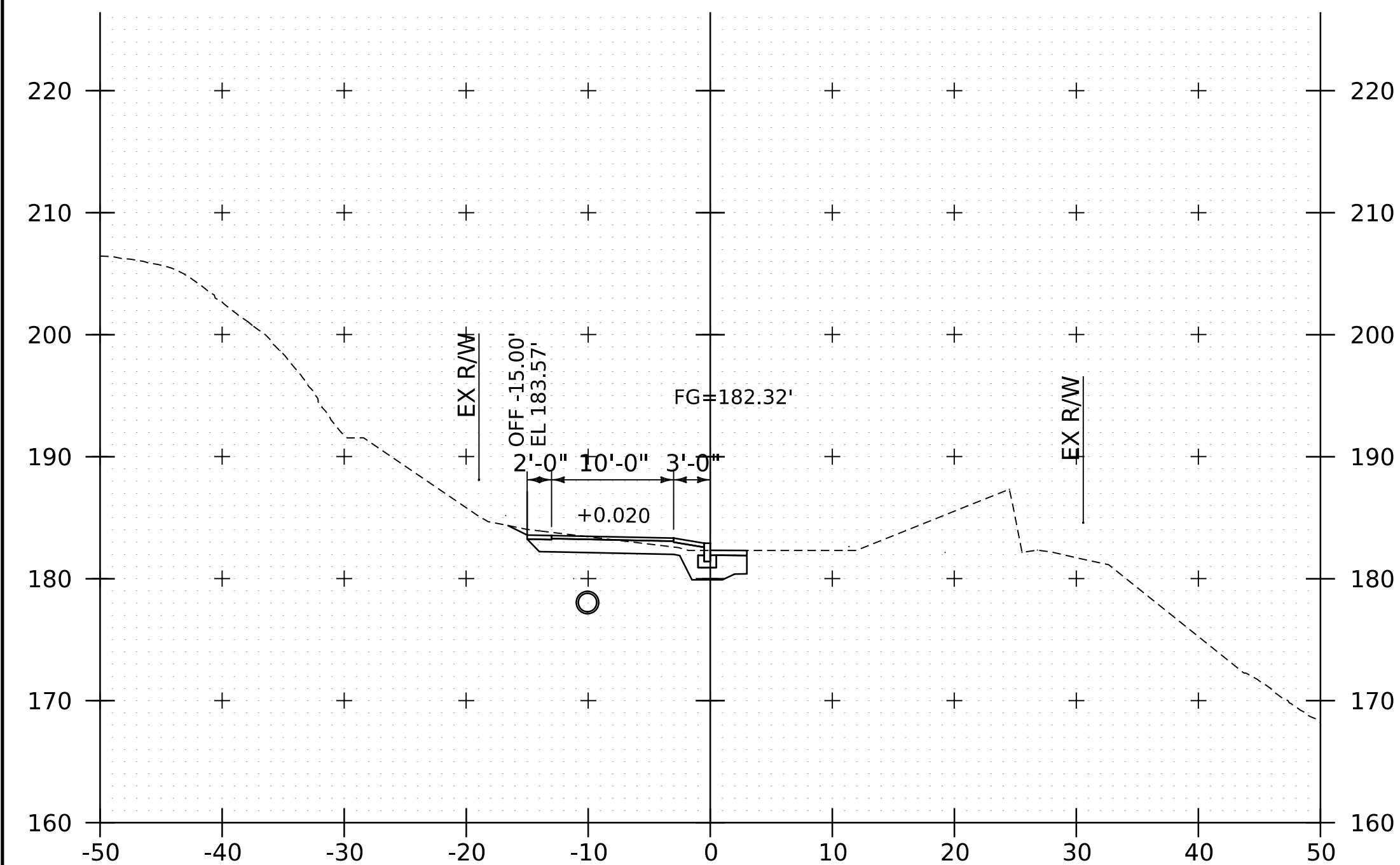




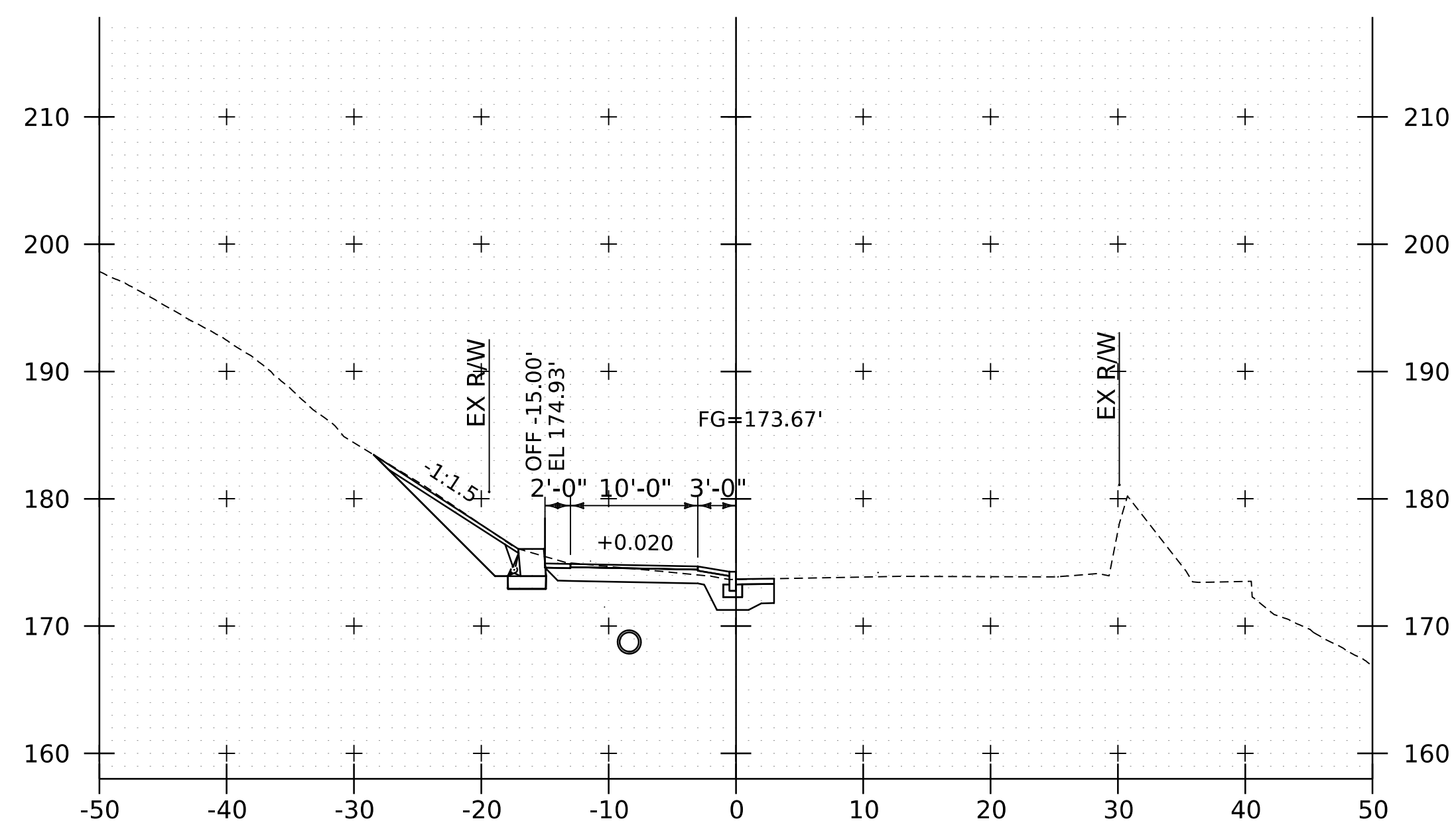
6+50



7+50



6+00



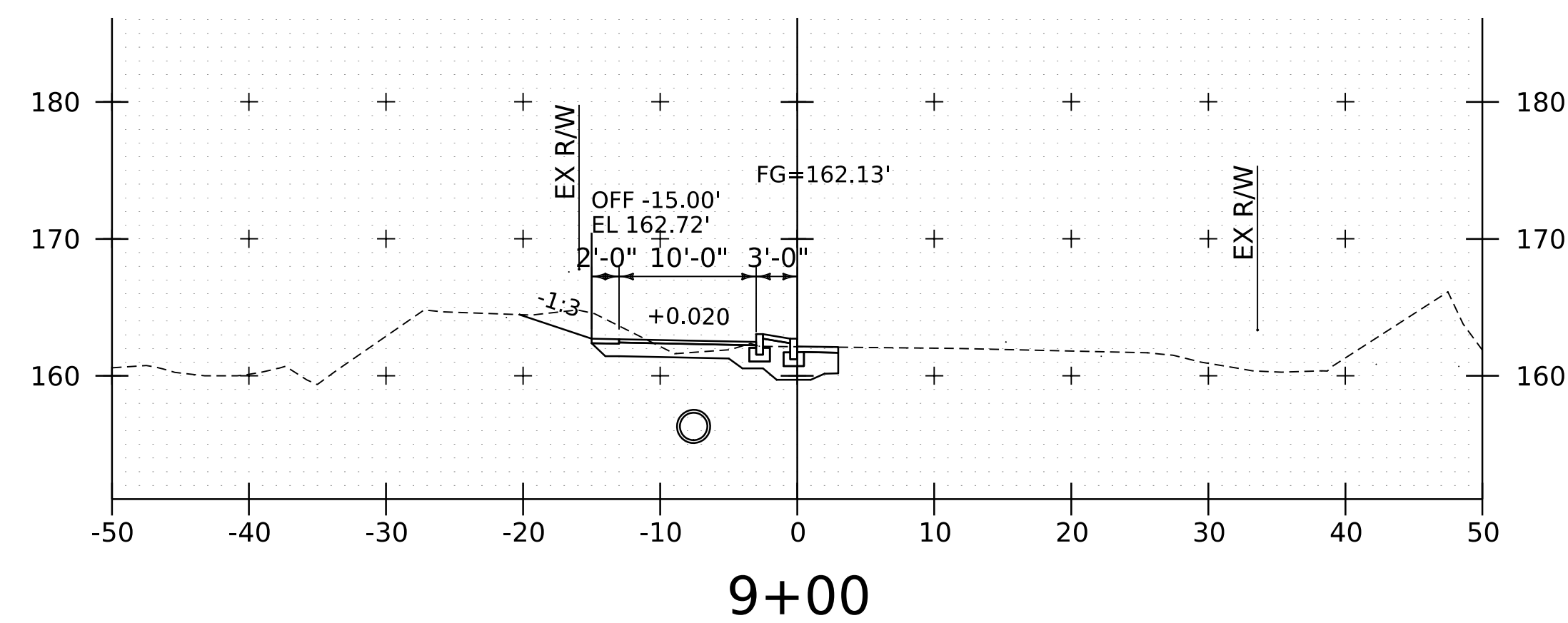
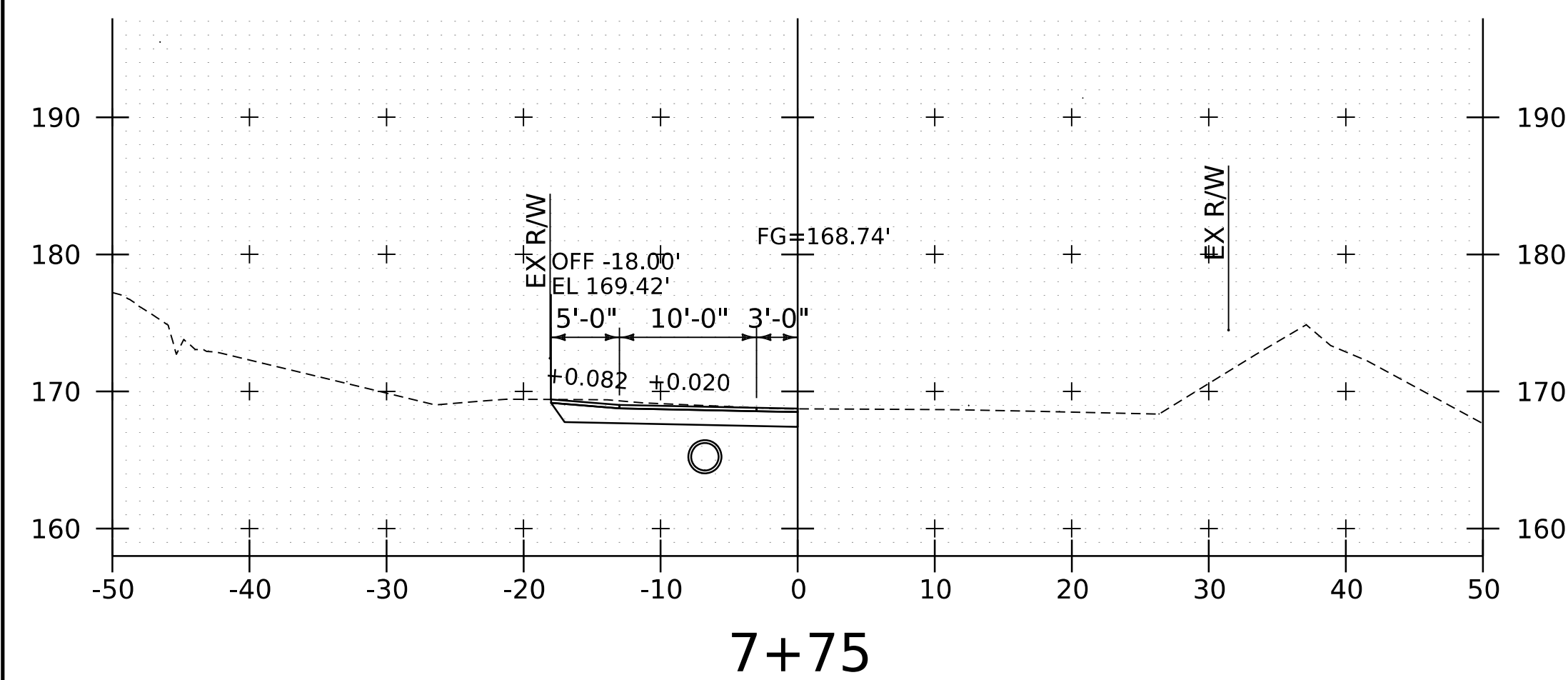
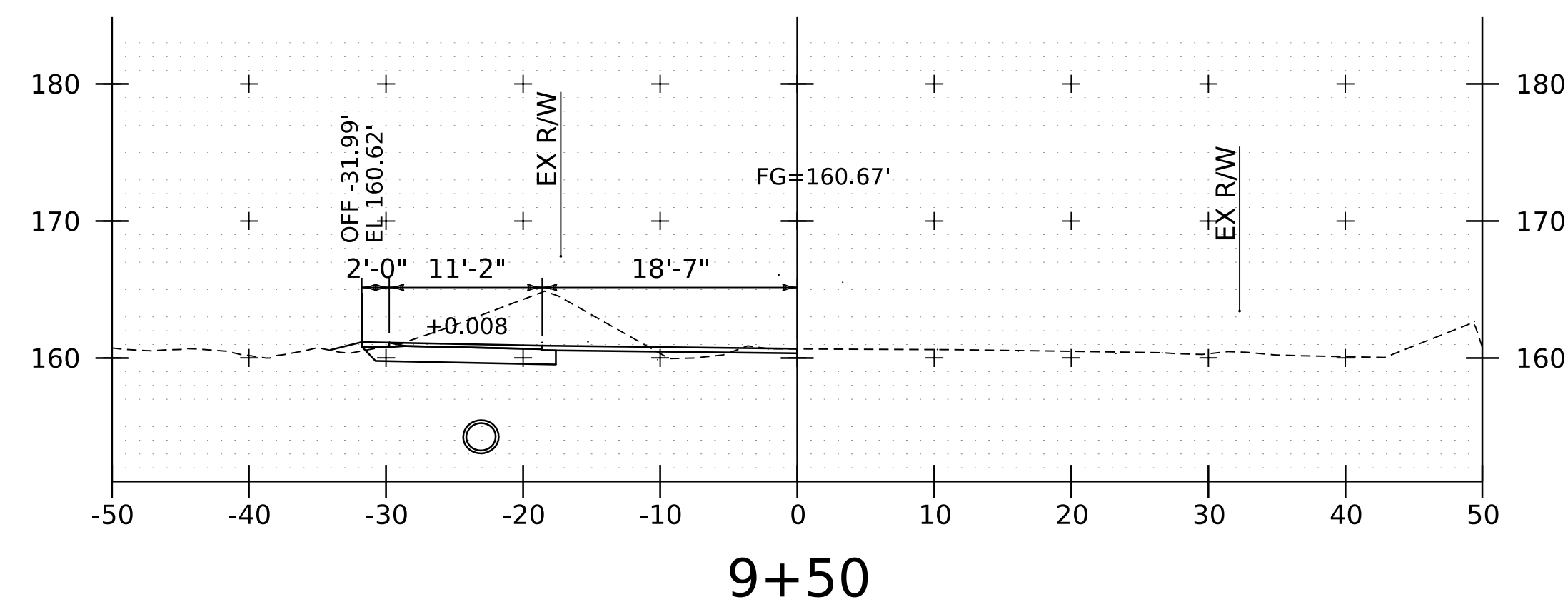
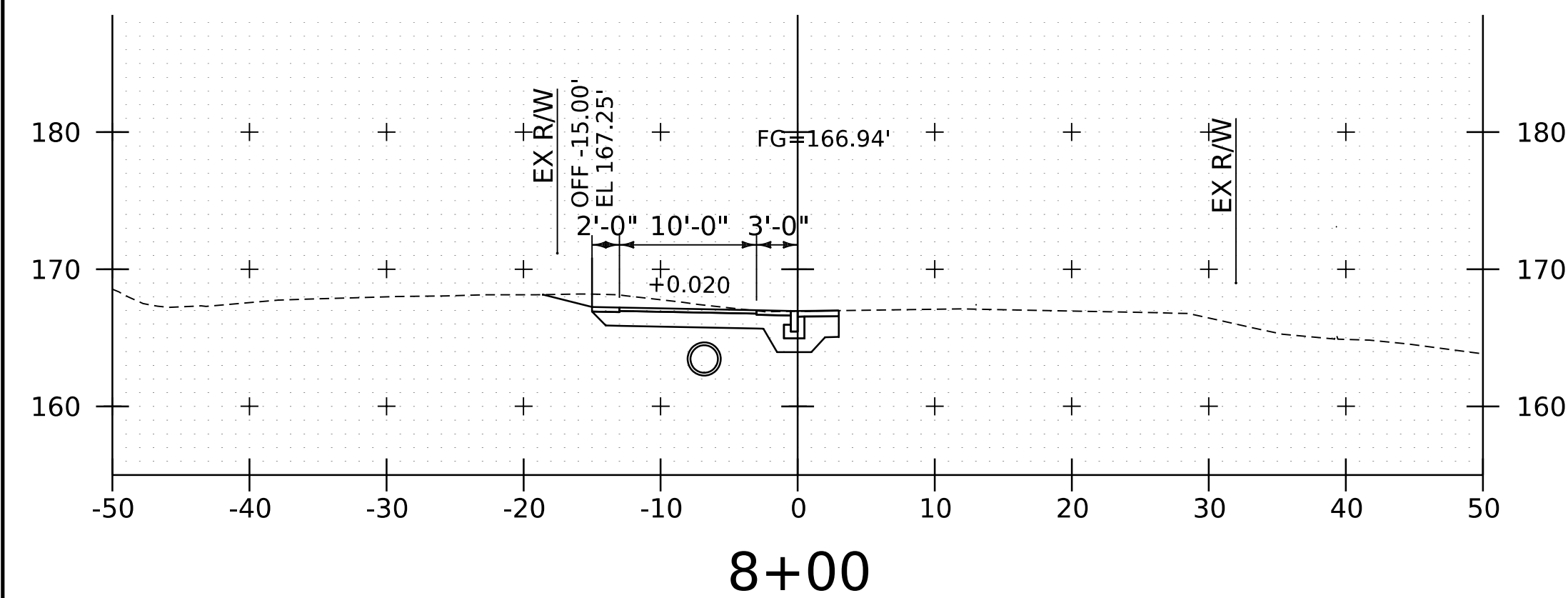
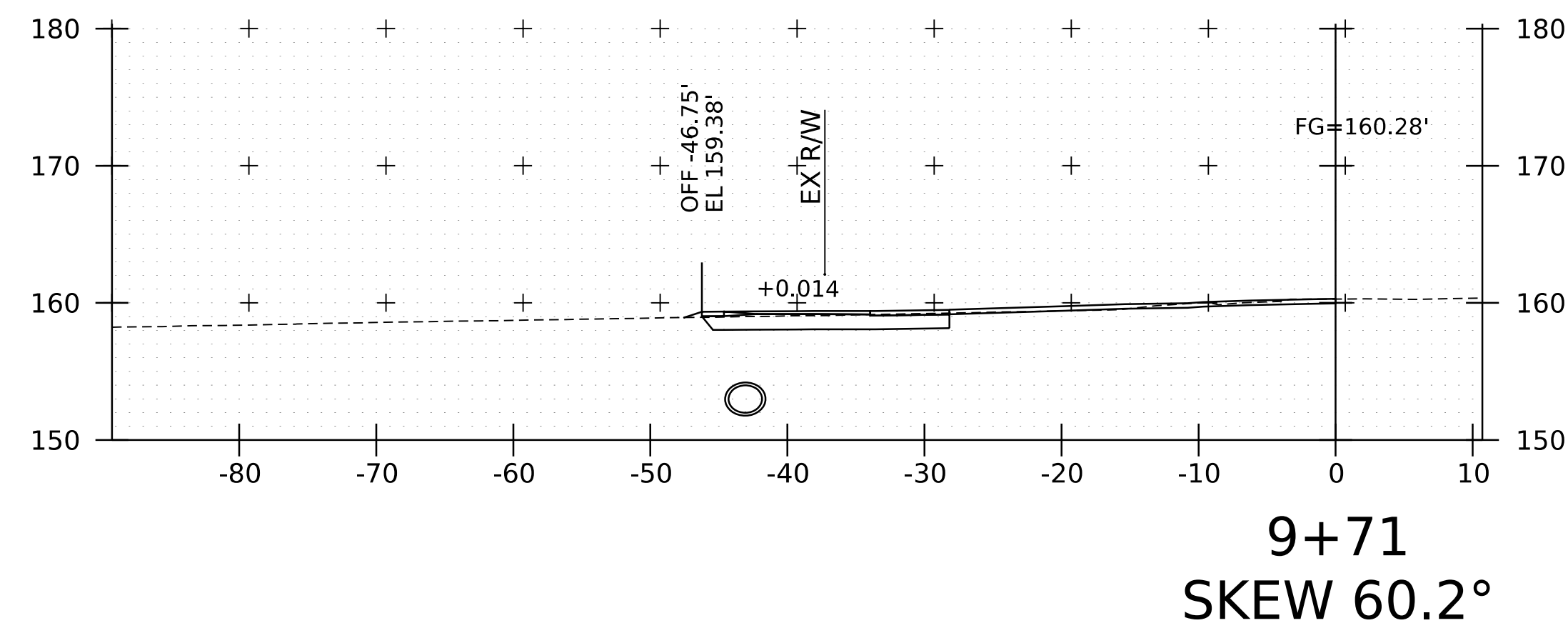
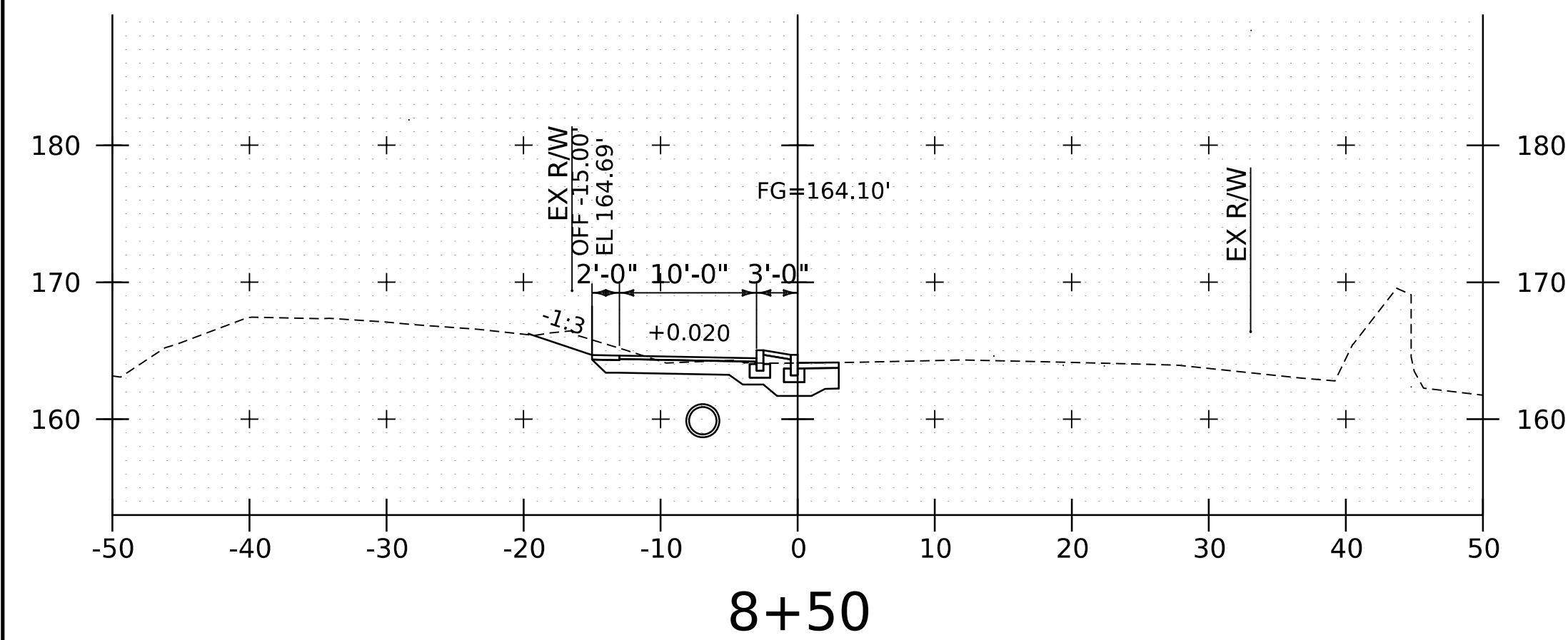
7+00



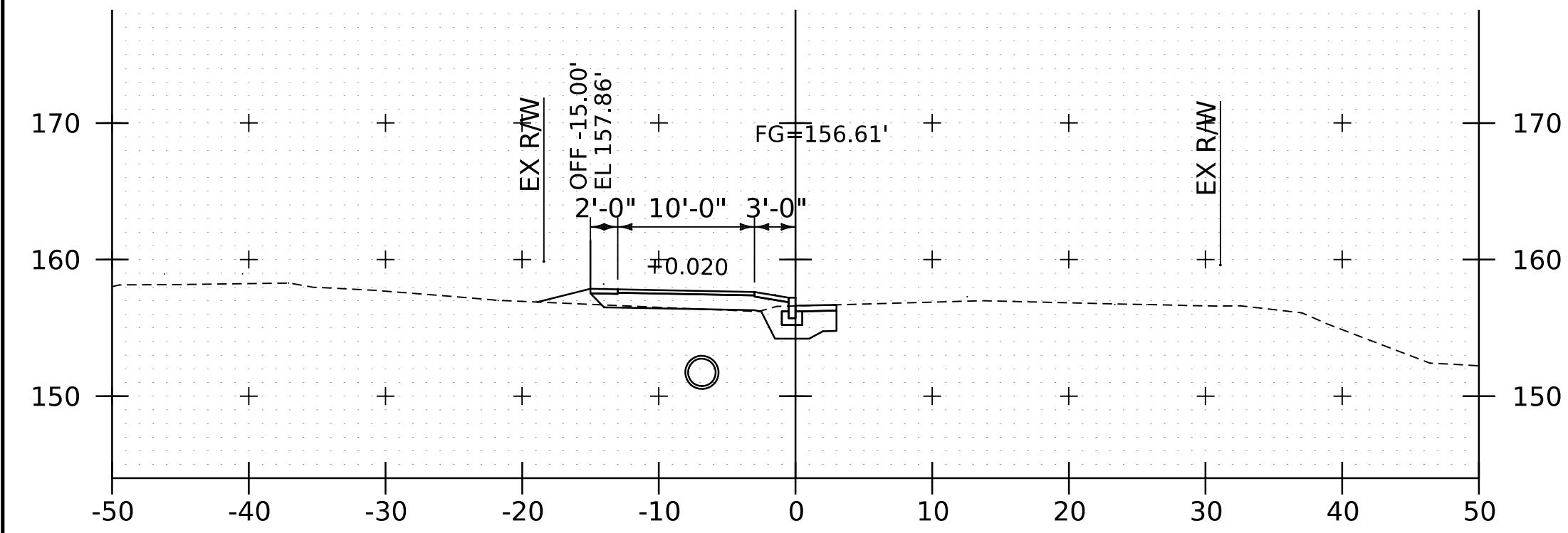
PROJECT NAME: BURLINGTON  
PROJECT NUMBER: STP BP21(11)

FILE NAME: z58842_xs.dgn  
PROJECT LEADER: D.A. GINGRAS  
DESIGNED BY: R.M. O'BRIEN  
CROSS SECTION SHEET (3 OF 8)

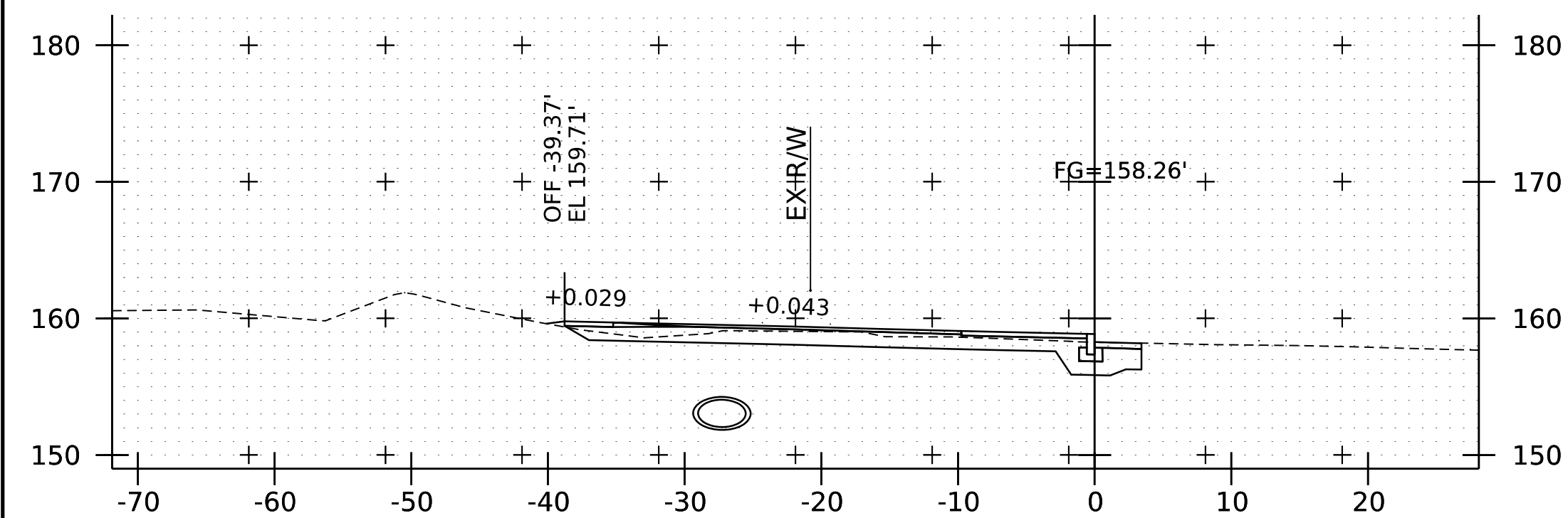
PLOT DATE: 6/28/2024  
DRAWN BY: R.M. O'BRIEN  
CHECKED BY: C.K. FORD  
SHEET 62 OF 67



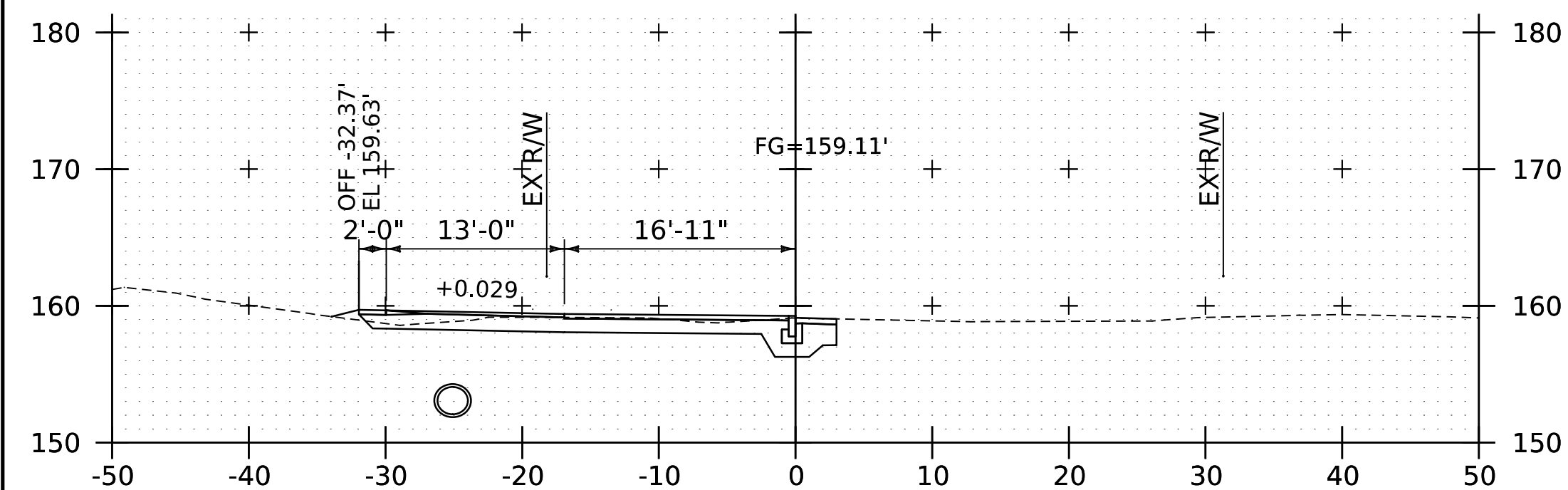
PROJECT NAME:	BURLINGTON	FILE NAME:	z58842_xs.dgn	PLOT DATE:	6/28/2024
PROJECT NUMBER:	STP BP21(11)	PROJECT LEADER:	D.A. GINGRAS	DRAWN BY:	R.M. O'BRIEN
		DESIGNED BY:	R.M. O'BRIEN	CHECKED BY:	C.K. FORD
		CROSS SECTION SHEET (4 OF 8)		SHEET	63 OF 67



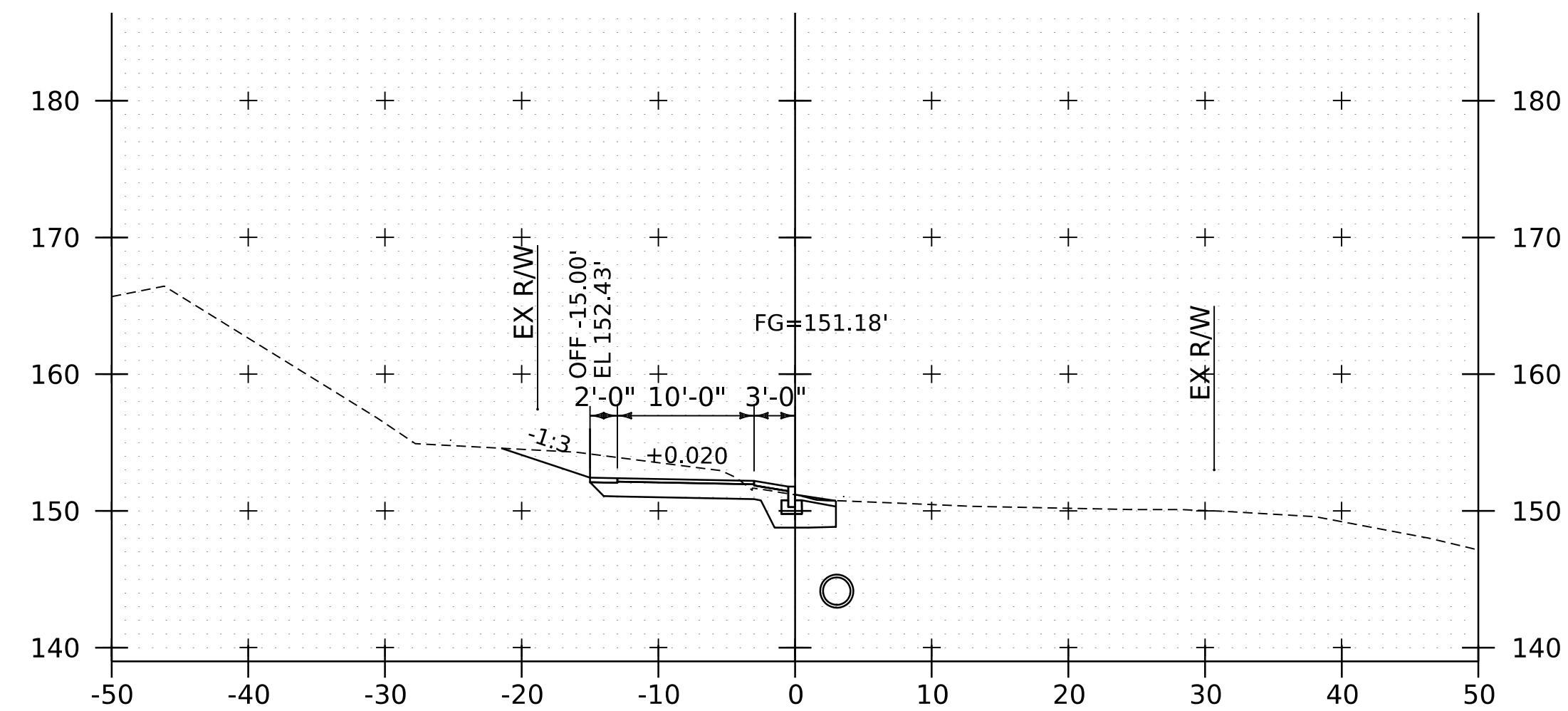
10+50



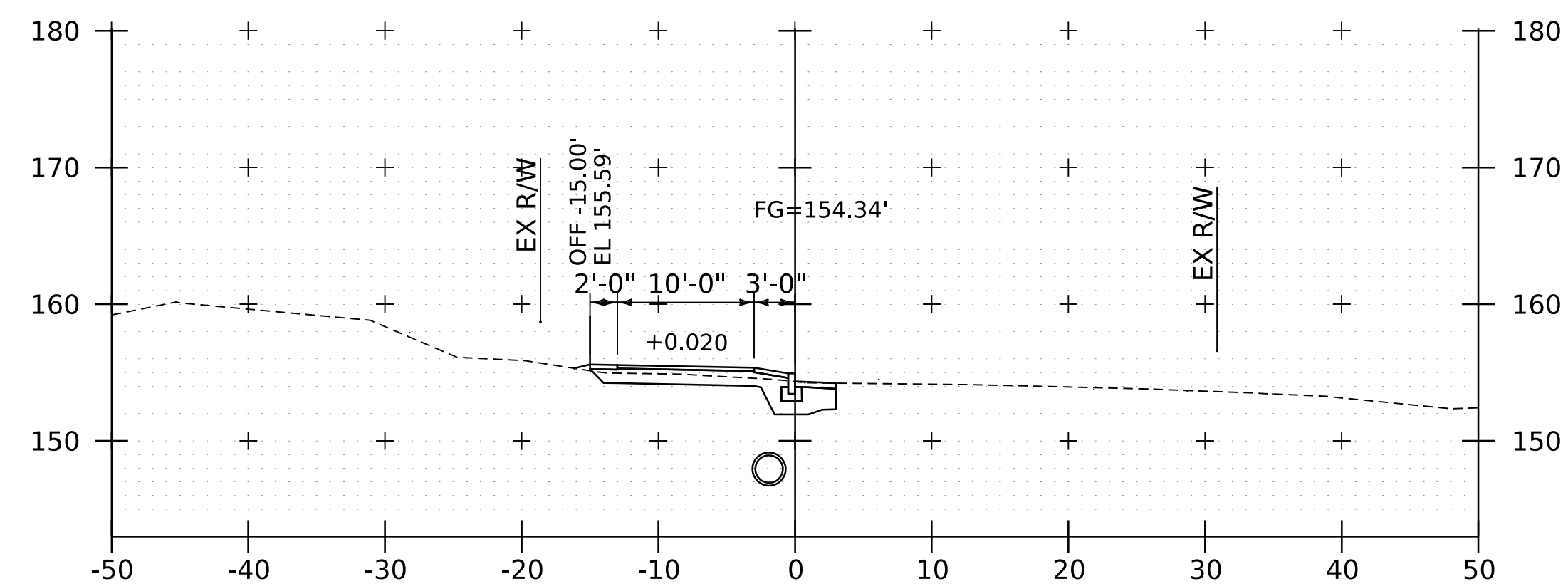
10+16  
SKEW 311.0°



10+00



11+50



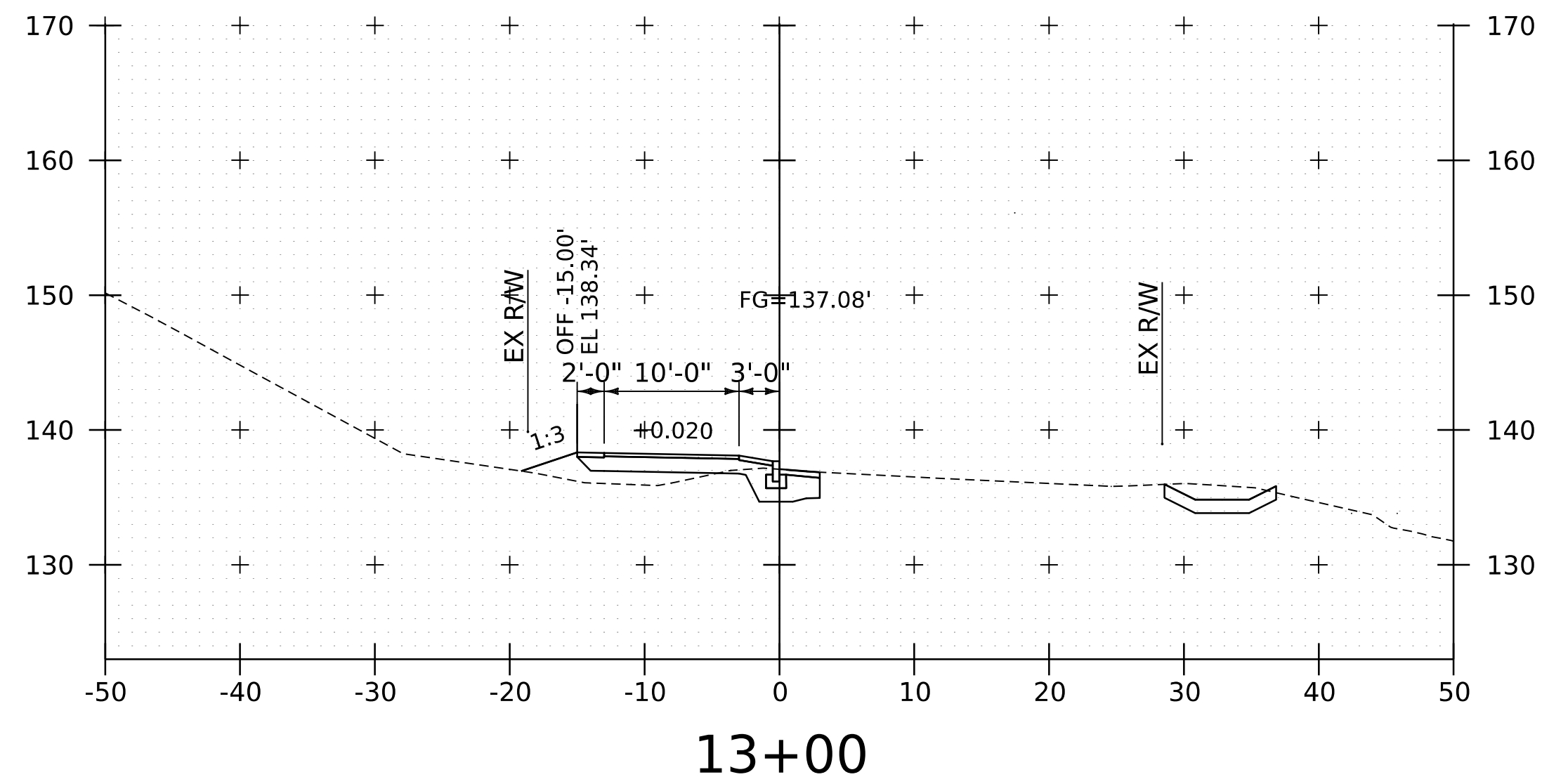
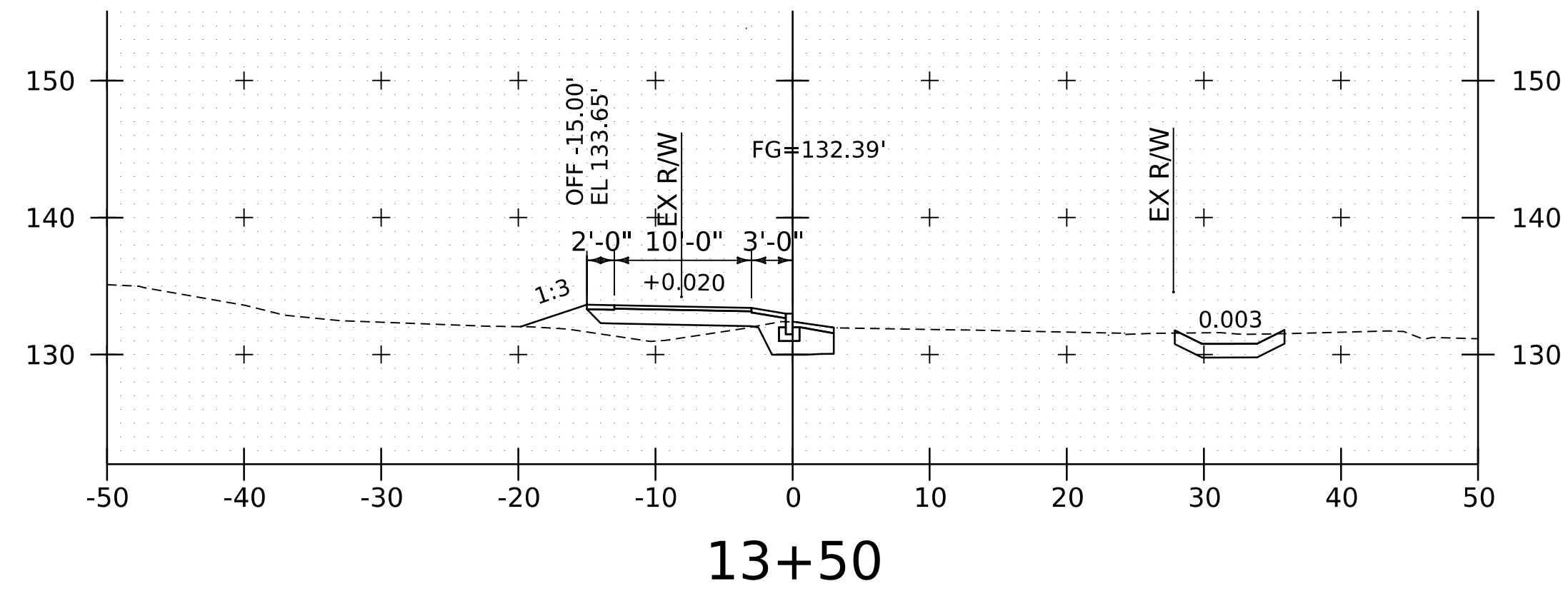
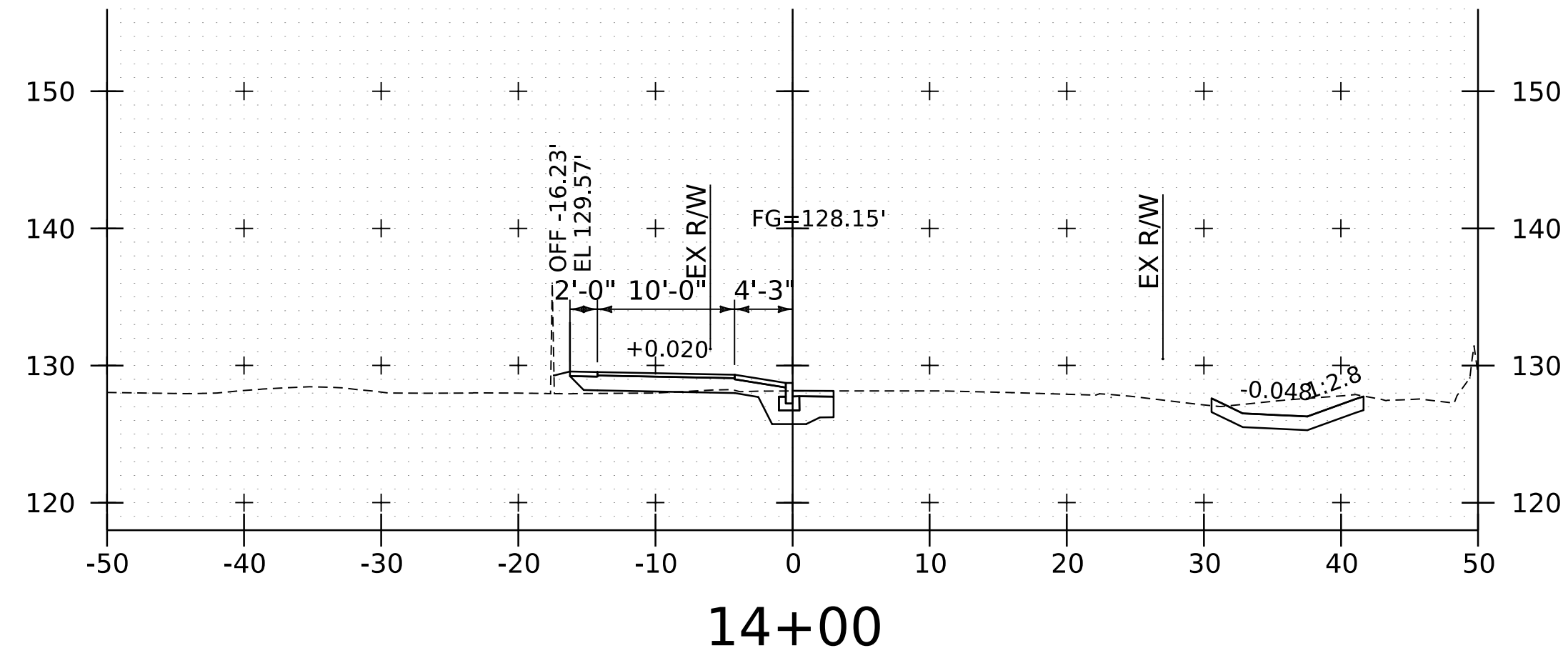
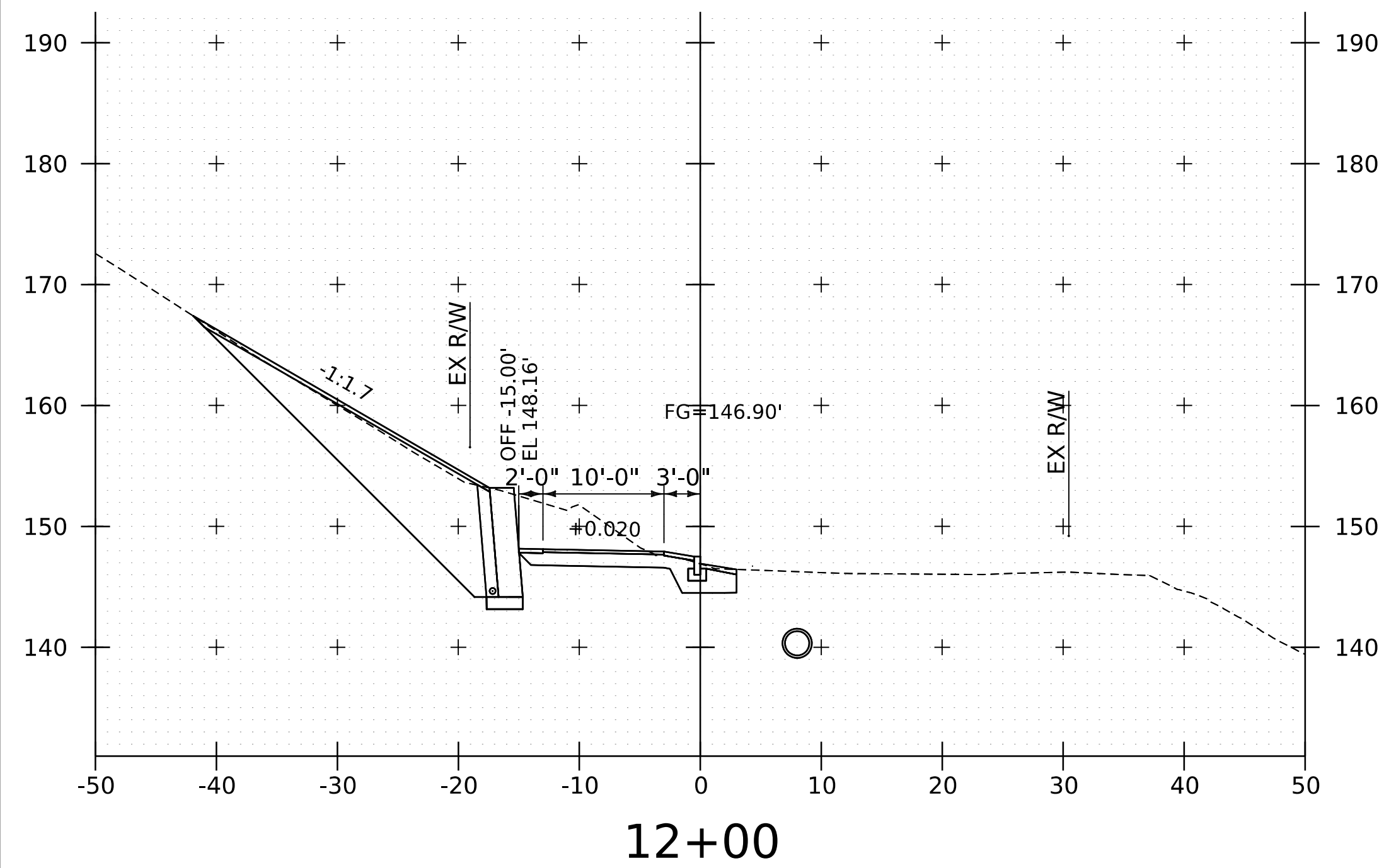
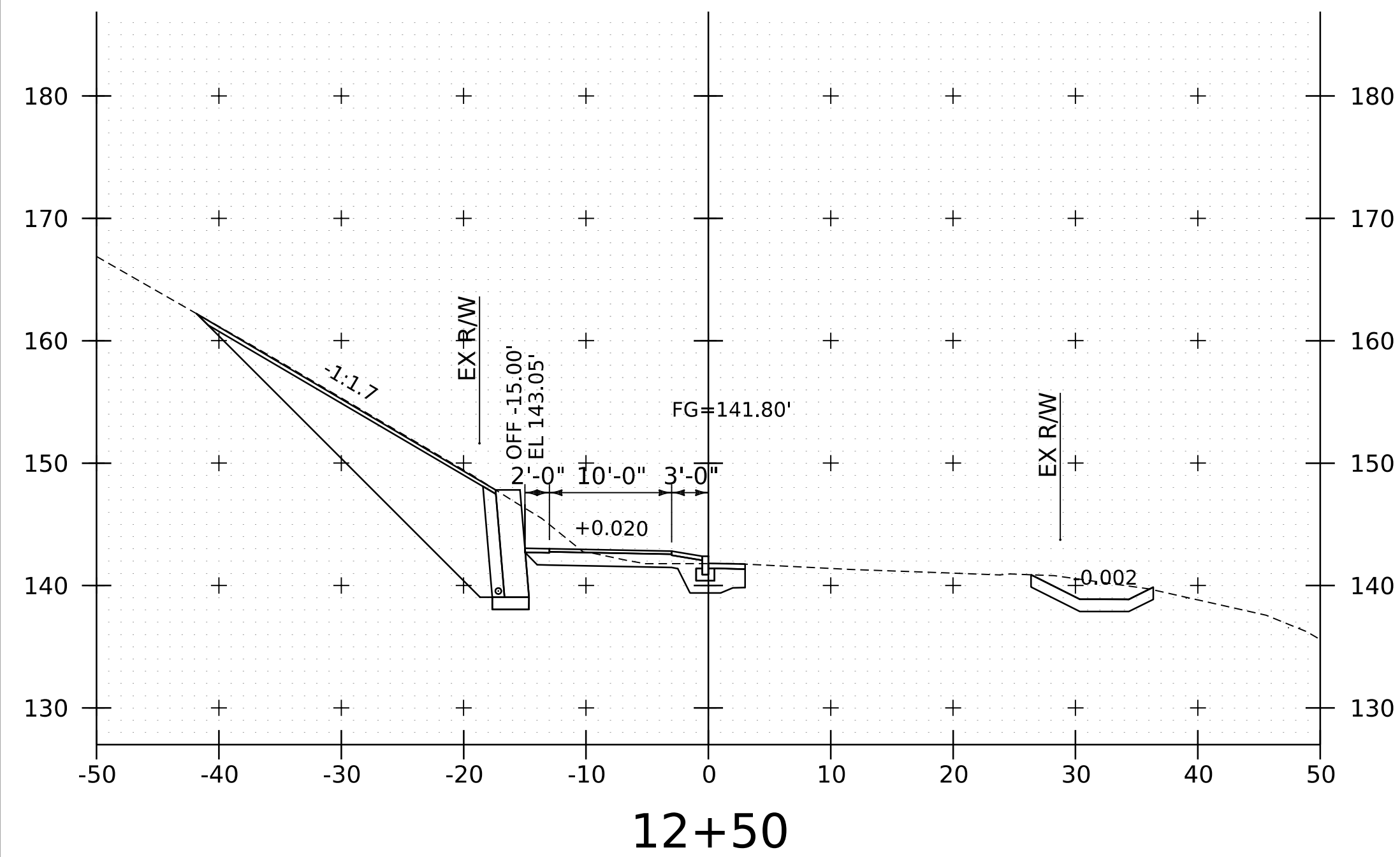
11+00



PROJECT NAME: BURLINGTON  
PROJECT NUMBER: STP BP21(11)

FILE NAME: z58842_xs.dgn  
PROJECT LEADER: D.A. GINGRAS  
DESIGNED BY: R.M. O'BRIEN  
CROSS SECTION SHEET (5 OF 8)

PLOT DATE: 6/28/2024  
DRAWN BY: R.M. O'BRIEN  
CHECKED BY: C.K. FORD  
SHEET 64 OF 67

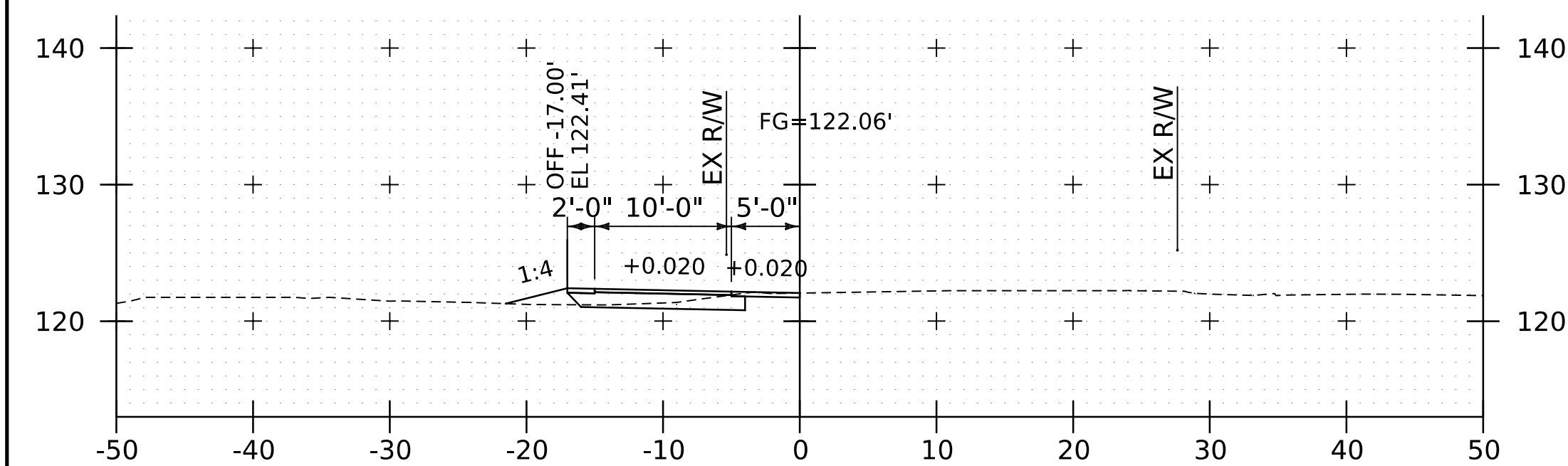


PROJECT NAME: BURLINGTON  
PROJECT NUMBER: STP BP21(11)

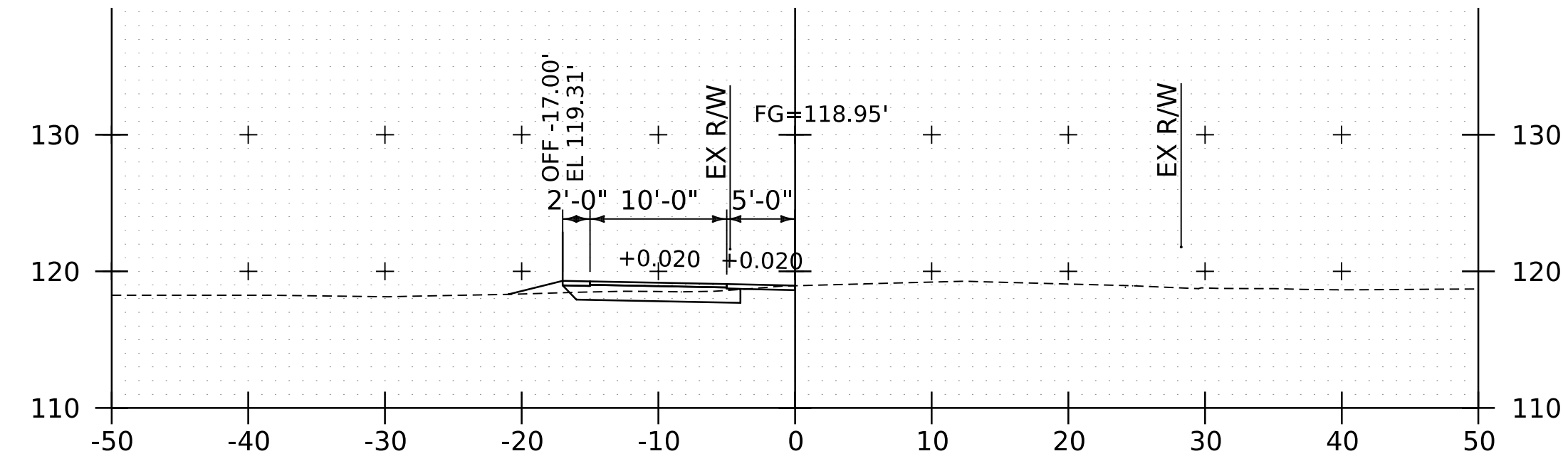
FILE NAME: z58842_xs.dgn  
PROJECT LEADER: D.A. GINGRAS  
DESIGNED BY: R.M. O'BRIEN  
CROSS SECTION SHEET (6 OF 8)

PLOT DATE: 6/28/2024  
DRAWN BY: R.M. O'BRIEN  
CHECKED BY: C.K. FORD  
SHEET 65 OF 67

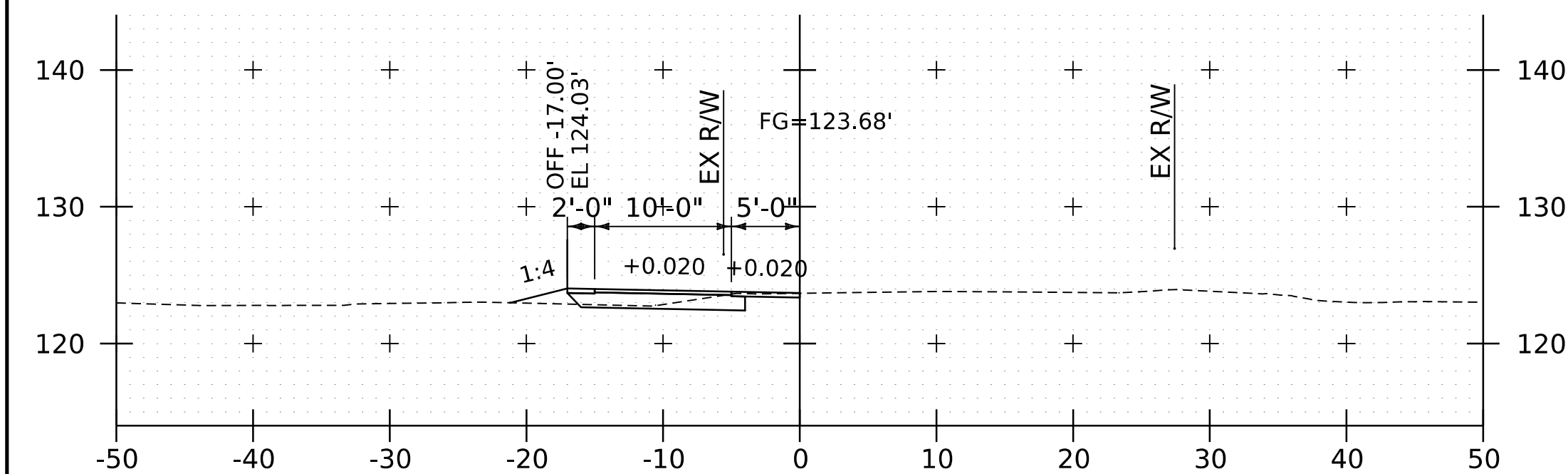




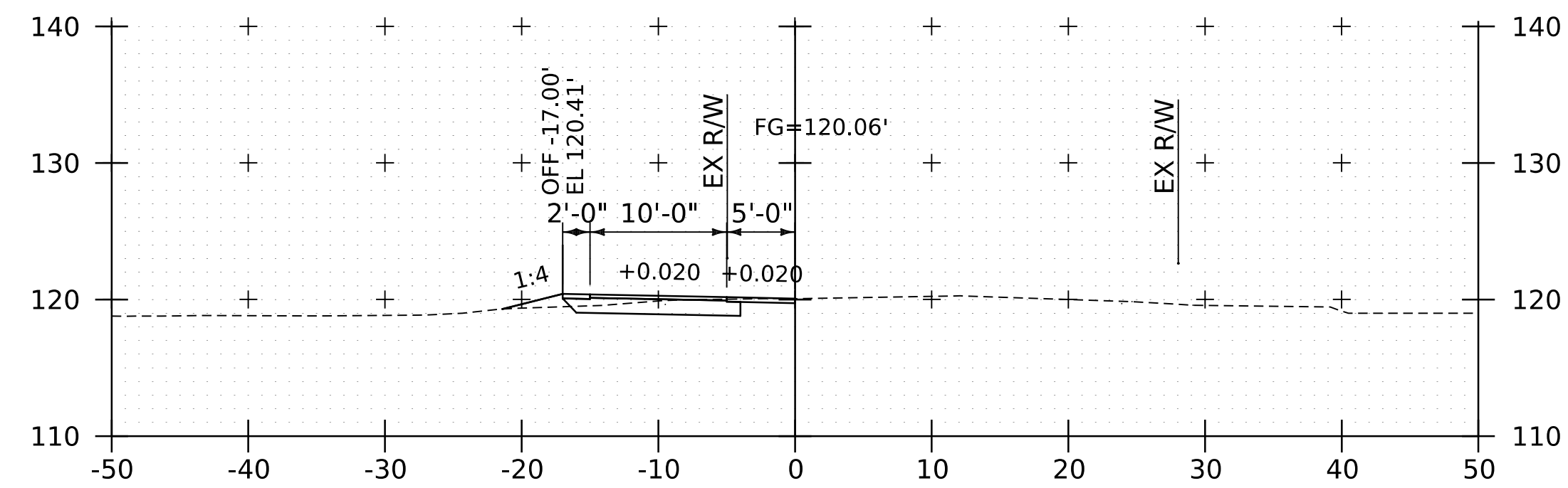
15+50



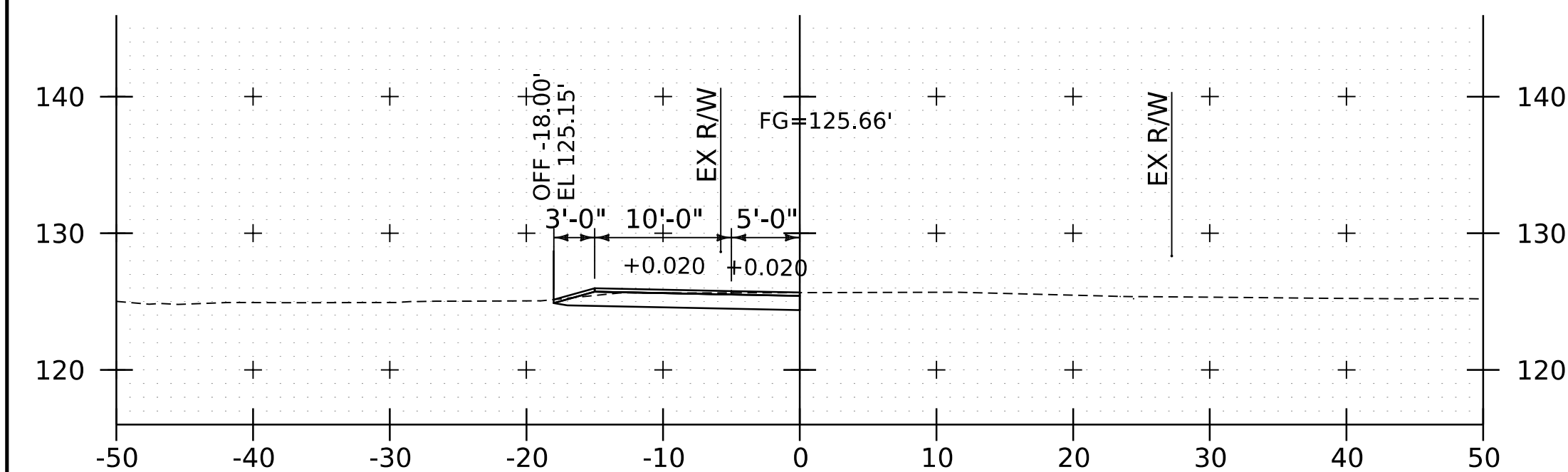
17+00



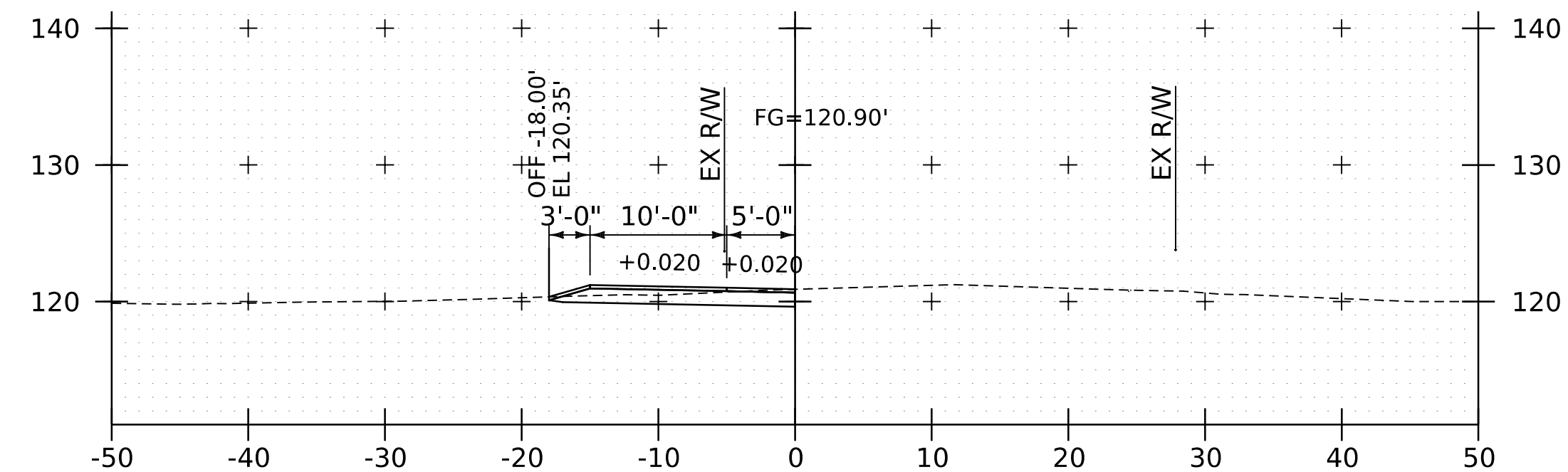
15+00



16+50



14+50



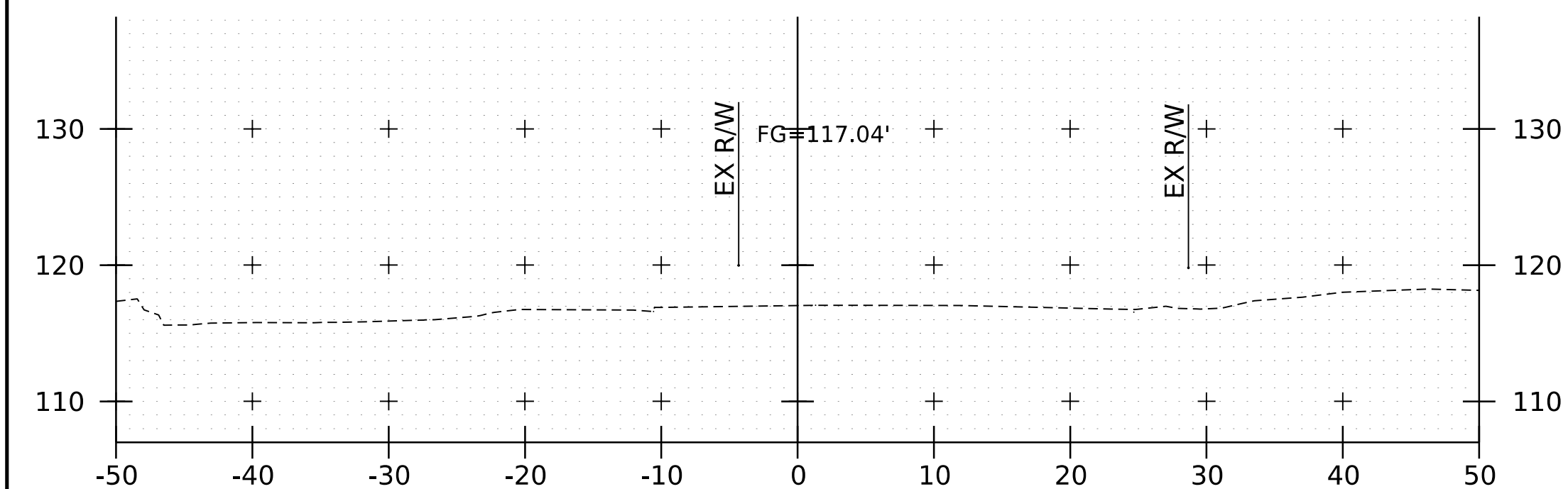
16+00



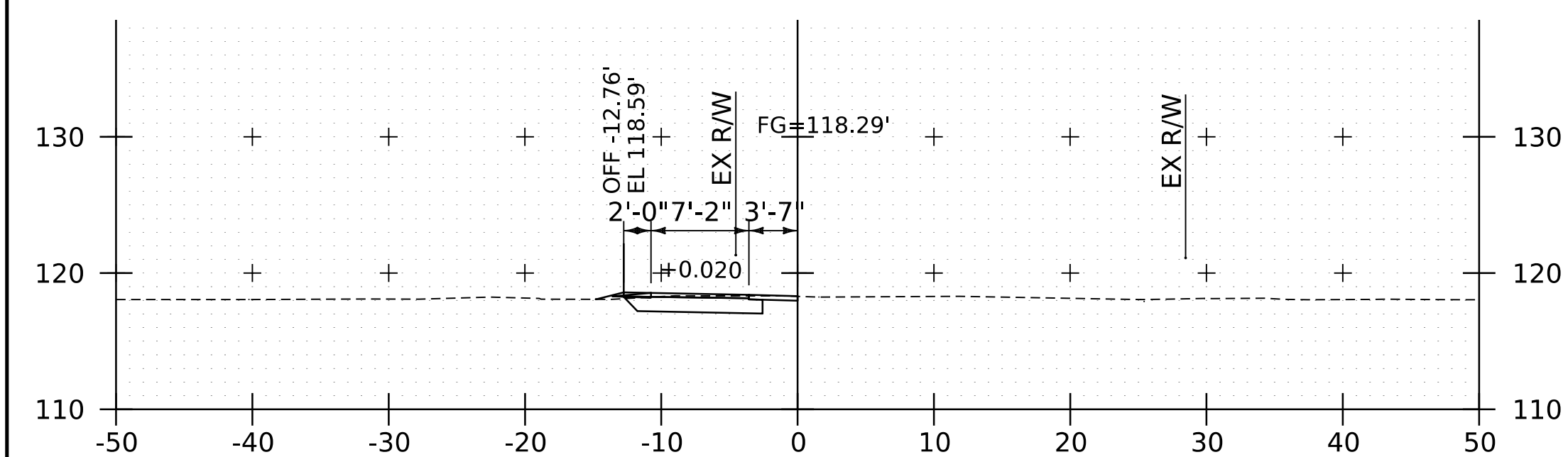
PROJECT NAME: BURLINGTON  
PROJECT NUMBER: STP BP21(11)

FILE NAME: z58842_xs.dgn  
PROJECT LEADER: D.A. GINGRAS  
DESIGNED BY: R.M. O'BRIEN  
CROSS SECTION SHEET (7 OF 8)

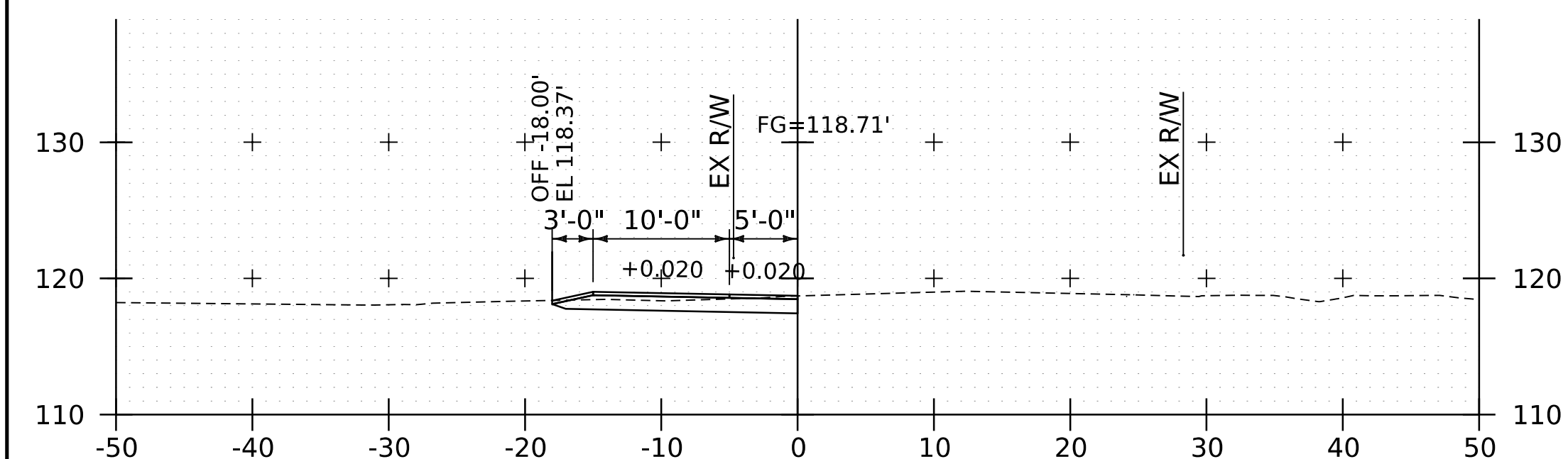
PLOT DATE: 6/28/2024  
DRAWN BY: R.M. O'BRIEN  
CHECKED BY: C.K. FORD  
SHEET 66 OF 67



18+00



17+50



17+11



PROJECT NAME:	BURLINGTON	FILE NAME:	z58842_xs.dgn	PLOT DATE:	6/28/2024
PROJECT NUMBER:	STP BP21(11)	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 8)		SHEET	67 OF 67

# Vermont Agency of Transportation

BURLINGTON STP BP21(11)

Estimate PRELIMINARY - Engineer's Estimate

Phase: PRELIMINARY

Designed By:

Estimate Date: 28 June, 2024

Reviewed By:

Specification: Standard Specifications for Construction

Approved By:

Region: NORTHWEST

Work Type: BIKE &/OR TRANSPORTATION PATH

Town:

Highway Type: MINOR ARTERIAL

Advertising Season: CONSTRUCTION SEASON

Urban/Rural: URBAN

Description: Intervale Road Share-Use Path

## Category

### 1051 - EROSION CONTROL

Item Number	Description	Supplemental Description	Quantity	Unit	Unit Price	Amount
651.1500	TURF ESTABLISHMENT, GENERAL SEED		2,600.00	SY	\$1.310	\$3,406.00
653.0100	EPSC PLAN		1.00	LS	\$5,000.000	\$5,000.00
653.0200	MONITORING EPSC PLAN		30.00	HR	\$43.606	\$1,308.18
653.1000	HAY MULCH		1.00	TON	\$1,255.908	\$1,255.91
653.2001	ROLLED EROSION CONTROL PRODUCT, TYPE I		1,500.00	SY	\$3.529	\$5,293.50
653.4002	INLET PROTECTION DEVICE, TYPE II		12.00	EACH	\$209.634	\$2,515.61
653.4701	SILT FENCE, TYPE I		100.00	LF	\$5.091	\$509.10
653.4702	SILT FENCE, TYPE II		80.00	LF	\$6.798	\$543.84
653.5000	BARRIER FENCE		90.00	LF	\$3.454	\$310.86
653.5500	PROJECT DEMARCATION FENCE		1,480.00	LF	\$2.353	\$3,482.44
Category total:						\$23,625.44

## Category

### 1131 - BIKE/TRANSPORTATION PATH

Item Number	Description	Supplemental Description	Quantity	Unit	Unit Price	Amount
201.1000	CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS		1.00	LS	\$20,000.000	\$20,000.00
203.1500	COMMON EXCAVATION		2,500.00	CY	\$23.296	\$58,240.00
204.2000	TRENCH EXCAVATION OF EARTH		2,890.00	CY	\$45.000	\$130,050.00
204.2100	TRENCH EXCAVATION OF ROCK		6.00	CY	\$327.833	\$1,967.00
204.2200	TRENCH EXCAVATION OF EARTH, EXPLORATORY (N.A.B.I.)		1.00	CY	\$75.000	\$75.00
204.3000	GRANULAR BACKFILL FOR STRUCTURES		2,010.00	CY	\$54.205	\$108,952.05
225.0400	RETAINING WALL, PRECAST CONCRETE	(STA. 11+76 - STA. 12+68)	1.00	LS	\$119,600.000	\$119,600.00



# Vermont Agency of Transportation

BURLINGTON STP BP21(11)

Estimate PRELIMINARY - Engineer's Estimate

225.0400	RETAINING WALL, PRECAST CONCRETE	(STA. 4+00 - STA. 4+60)	1.00	LS	\$24,000.000	\$24,000.00
225.0400	RETAINING WALL, PRECAST CONCRETE	(STA. 5+00 - STA. 5+40)	1.00	LS	\$16,000.000	\$16,000.00
225.0400	RETAINING WALL, PRECAST CONCRETE	(STA. 7+00 - STA. 7+20)	1.00	LS	\$6,000.000	\$6,000.00
301.2600	SUBBASE OF CRUSHED GRAVEL, FINE GRADED		910.00	CY	\$108.744	\$98,957.04
401.1000	AGGREGATE SURFACE COURSE		10.00	CY	\$75.252	\$752.52
404.1100	TACK COAT, EMULSIFIED ASPHALT		3.00	CWT	\$121.856	\$365.57
406.0230	BITUMINOUS CONCRETE PAVEMENT, TYPE IIS, QA TIER III		30.00	TON	\$225.998	\$6,779.94
406.0430	BITUMINOUS CONCRETE PAVEMENT, TYPE IVS, QA TIER III		200.00	TON	\$181.818	\$36,363.60
406.3400	BITUMINOUS CONCRETE PAVEMENT, NON-PAVER PLACED, TYPE IVS		15.00	SY	\$79.551	\$1,193.27
541.2200	CONCRETE, CLASS B		50.00	CY	\$1,227.208	\$61,360.40
601.2605	12 INCH CPEP(SL)		20.00	LF	\$65.000	\$1,300.00
601.2610	15 INCH CPEP(SL)		400.00	LF	\$70.000	\$28,000.00
601.2615	18 INCH CPEP(SL)		280.00	LF	\$80.000	\$22,400.00
601.2620	24 INCH CPEP(SL)		460.00	LF	\$100.000	\$46,000.00
601.2630	36 INCH CPEP(SL)		550.00	LF	\$130.000	\$71,500.00
601.7030	36 INCH CPEPES		1.00	EACH	\$900.000	\$900.00
604.2000	PRECAST REINFORCED CONCRETE CATCH BASIN WITH CAST IRON GRATE		4.00	EACH	\$6,378.527	\$25,514.11
604.2100	PRECAST REINFORCED CONCRETE MANHOLE WITH CAST IRON COVER	(4 FOOT DIA.)	5.00	EACH	\$7,104.064	\$35,520.32
604.2100	PRECAST REINFORCED CONCRETE MANHOLE WITH CAST IRON COVER	(5 FOOT DIA.)	2.00	EACH	\$8,000.000	\$16,000.00
604.2100	PRECAST REINFORCED CONCRETE MANHOLE WITH CAST IRON COVER	(6 FOOT DIA.)	4.00	EACH	\$8,500.000	\$34,000.00
616.2100	VERTICAL GRANITE CURB		960.00	LF	\$75.000	\$72,000.00
616.2702	CAST-IN-PLACE CONCRETE CURB, TYPE B		60.00	LF	\$107.261	\$6,435.66
616.4100	REMOVAL OF EXISTING CURB		50.00	LF	\$16.354	\$817.70
617.1100	REMOVE AND RESET MAILBOX, SINGLE SUPPORT		3.00	EACH	\$197.084	\$591.25
618.1005	PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH		20.00	SY	\$167.211	\$3,344.22
618.3000	DETECTABLE WARNING SURFACE		32.00	SF	\$72.757	\$2,328.22
620.5000	REMOVING AND RESETTING FENCE		340.00	LF	\$24.820	\$8,438.80
629.2800	ADJUST ELEVATION OF VALVE BOX		2.00	EACH	\$210.655	\$421.31
629.3500	HYDRANT, ALL-INCLUSIVE		1.00	EACH	\$5,000.000	\$5,000.00
629.3800	REMOVE HYDRANT		1.00	EACH	\$1,000.000	\$1,000.00
630.1000	UNIFORMED TRAFFIC OFFICERS		100.00	HR	\$100.000	\$10,000.00
630.1500	FLAGGERS		1,200.00	HR	\$46.243	\$55,491.60
632.1000	RAILROAD FLAGGERS (N.A.B.I.)		50,000.00	DL	\$1.000	\$50,000.00
635.1100	MOBILIZATION/DEMOBILIZATION		1.00	LS	\$154,101.513	\$154,101.51
641.1100	TRAFFIC CONTROL, ALL-INCLUSIVE		1.00	LS	\$20,000.000	\$20,000.00
646.2111	4 INCH YELLOW LINE, WATERBORNE PAINT		2,760.00	LF	\$1.149	\$3,171.24

**Vermont Agency of Transportation**

BURLINGTON STP BP21(11)

Estimate PRELIMINARY - Engineer's Estimate

646.2610	24 INCH STOP BAR, WATERBORNE PAINT	20.00	LF	\$9.333	\$186.66
646.3010	LETTER OR SYMBOL, WATERBORNE PAINT	4.00	EACH	\$86.509	\$346.04
646.3110	CROSSWALK MARKING, WATERBORNE PAINT	30.00	LF	\$35.389	\$1,061.67
646.4140	DURABLE 4 INCH YELLOW LINE, POLYUREA	510.00	LF	\$2.891	\$1,474.41
646.4640	DURABLE 12 INCH WHITE LINE, POLYUREA	100.00	LF	\$13.100	\$1,310.00
646.4940	DURABLE LETTER OR SYMBOL, POLYUREA	36.00	EACH	\$200.000	\$7,200.00
651.3500	TOPSOIL	300.00	CY	\$55.407	\$16,622.10
654.0010	DRY SWALE	135.00	LF	\$27.000	\$3,645.00
656.8500	TREE PROTECTION	1.00	LS	\$2,500.000	\$2,500.00
675.2000	TRAFFIC SIGN, FLAT SHEET ALUMINUM	40.00	SF	\$36.726	\$1,469.04
675.3300	TUBULAR STEEL SIGN POST	114.00	LB	\$7.462	\$850.67
675.3410	SQUARE TUBE SIGN POST AND ANCHOR	90.00	LF	\$24.283	\$2,185.47
675.5000	SIGN REMOVAL, FLAT SHEET ALUMINUM	5.00	EACH	\$29.535	\$147.68
675.6000	RESETTING SIGNS	4.00	EACH	\$55.824	\$223.30
678.2020	PEDESTRIAN SIGNAL ASSEMBLY	1.00	EACH	\$2,000.000	\$2,000.00
690.0300	PRICE ADJUSTMENT, ASPHALT (N.A.B.I.)	1.00	DL	\$1.000	\$1.00

Category total: \$1,406,155.35

Category

**1999 - FULL C.E. ITEMS**

Item Number	Description	Supplemental Description	Quantity	Unit	Unit Price	Amount
631.1000	FIELD OFFICE, ENGINEER'S		1.00	LS	\$5,000.000	\$5,000.00
631.1700	TESTING EQUIPMENT, BITUMINOUS		1.00	LS	\$500.000	\$500.00
631.2600	FIELD OFFICE COMMUNICATIONS (N.A.B.I.)		3,000.00	DL	\$1.000	\$3,000.00

Category total: \$8,500.00

**Grand Total:** \$1,438,280.79

## TMP CHECKLIST

**Purpose:** To make a preliminary determination of whether the following issues are present or should be considered during project development through a more detailed TMP.

**Project Name and Number/PIN:**

need to add project  
name and number

**Initial Project Significance Level** (as determined in Table 4):

D

### Project Manager during Project Definition:

Name: Dave Saladino, PE

Date: November 2018

**Modified or Approved by** (Project Manager at Preliminary Design for Significant Projects):

Name: Drew Gingras, PE

Date: June 2024

**Modified or Approved by** (Project Manager at PS&E for Significant Projects):

Name:

Date:

### Project Description (Location, Activity, Anticipated Duration):

	Yes	No	Poss	N/A	Comments
1. Does the project require a long-term (greater than 3 days) ¹ lane or roadway/bridge closure?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	It is anticipated that during construction, the southbound travel lane along Intervale Road will require closure, resulting in a need for flaggers and alternating one-way travel.
2. Are there any restrictions or considerations regarding construction timeframes due to traffic concerns (e.g., time of day, site specific time of year limits)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. Can typical applications for traffic control be used? Are there any limitations to when typical applications can be used (time of year, times of day)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Typical Applications can be used, and there are not limitations to their use for the project.
4. Is there a sidewalk, pedestrian/bicycle lane, path, trail, or access that needs to be maintained during construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	There is not an existing facility, but there is known walking and biking traffic that will need to be safely maintained through the work zone.
5. Is a speed reduction proposed (consistent with state guidance)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



	Yes	No	Poss	N/A	Comments
6. Will temporary roadways or additional width be needed on culverts, bridges, or shoulders to maintain traffic?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7. Will construction impact access to businesses?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8. Are there other projects (utility, district maintenance, construction, municipal) in the area that should be coordinated or avoided?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Yes, there are two projects occurring within the same ROW as this project. The construction timelines for the other projects remain TBD and will require coordination.
9. Will/Can the traffic be reasonably detoured? If no or N/A, proceed to #10. If yes or possibly:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
a. Is the detour route roadway type equivalent to closed roadway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
b. Is the local alternate detour route in good condition?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
c. Will the detour route have a detrimental impact on emergency vehicles, school buses, or other sensitive traffic?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
d. Are there load limit restrictions on the detour?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
e. Are there bridge/culvert width or height restrictions on the detour?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
f. Are modifications needed at intersections on detour/alternate routes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10. Will traffic signal timing need to be adjusted for the project (with or without a detour)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11. Are there truck facilities or routes that would be impacted by the project or by a detour (turning radii, weight restrictions, etc.)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12. Are there special events or traffic generators (schools and bus routes, large employers, hospitals) that may be affected by the project and/or detour?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13. Will the emergency vehicle routing, mail delivery, school bus routes, or trash services be interrupted by the project (with or without a detour)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
14. Are there specific stakeholders to engage regarding the work zone impacts?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Private businesses along the corridor.

Contacts for these projects should be listed or at least the project names and numbers

	Yes	No	Poss	N/A	Comments
15. Does the project occur within a high crash location?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
16. Are there other maintenance of traffic issues to consider? Specify.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The project crosses an active railroad. Coordination with the RR is already underway, and RR Flaggers have been included as a bid item in the Engineer's Estimate for the project.

1. MUTCD definition of long-term work is occupying a location more than 3 days.

**Additional Narrative for Projects with issues identified above:**