

PROJECT INFORMATION		DOCUMENTS FOR REVIEW AND FILES LOCATION		TIME LINES
Proj. Name and Number:	Arlington STP BP17(2)	PLANS	FILE LOCATION : Z:\Highways\MUN\LCL\LTF Projects\Arlington STP BP17(2)\3 Conceptual\Plans\Arlington STP BP17(2) Concept Plans 083018	SUBMITTED: 09-07-2018
EA No.: BP17002	PPMS: 17F243	ESTIMATE	FILE LOCATION : Z:\Highways\MUN\LCL\LTF Projects\Arlington STP BP17(2)\3 Conceptual\Documents\Conceptual Estimate\Arlington STP BP17(2) Conceptual Cost Estimate	
Project Manager: Jon Kaplan			FILE LOCATION :	
Program: Municipal Assistance	Phase: Conceptual		FILE LOCATION :	DEADLINE: 09-28-2018
District: District 1	If Multiple Districts Specify		FILE LOCATION :	COMPLETED: 10-02-2018
Traffic Signal: Yes			FILE LOCATION :	

INVITEES FOR REVIEW

<div><div><input checked="" type="checkbox"/></div><div>MOB Districts</div></div> <div><div>REVIEWED</div><div>By Christopher Taft (christopher.taft@vermont.gov) at 11:07 am, Sep 26, 2018</div><div>REVIEWED</div><div>By Greg Krizan (Greg.Krizan@vermont.gov) at 10:55 am, Sep 10, 2018</div><div>District 1</div></div>	<div><div><input checked="" type="checkbox"/></div><div>MAB Bicycle and Pedestrian Program Unit</div></div> <div><div>REVIEWED</div><div>By Jon Kaplan (Jon.kaplan@vermont.gov) at 12:52 pm, Sep 26, 2018</div></div>	<div><div><input checked="" type="checkbox"/></div><div>PDB Utility Section</div></div> <div><div>REVIEWED</div><div>By Alan Legacy (alan.legacy@vermont.gov) at 10:39 am, Sep 19, 2018</div></div>	<div><div><input checked="" type="checkbox"/></div><div>CMB Construction Section</div></div> <div><div>REVIEWED</div><div>By Heather Voisin (heather.voisin@vermont.gov) at 3:37 pm, Sep 28, 2018</div></div>	<div><div><input type="checkbox"/></div><div>Integral Abutment</div></div>	<div><div><input type="checkbox"/></div><div>Rail Bureau</div></div>
	<div><div><input checked="" type="checkbox"/></div><div>PDB Right-of-Way</div></div> <div><div>REVIEWED</div><div>By Matthew Colburn (matthew.colburn@vermont.gov) at 11:02 am, Sep 10, 2018</div></div>	<div><div><input type="checkbox"/></div><div>PDB Highway Safety & Design</div></div>	<div><div>REVIEWED</div><div>By Judy Gilmore (judy.gilmore@vermont.gov) at 11:04 am, Sep 12, 2018</div></div>	<div><div><input checked="" type="checkbox"/></div><div>Policy and Planning Bureau</div></div>	<div><div><input type="checkbox"/></div><div>Civil Rights</div></div>
<div><div>MOB TSMO Traffic Operations</div><div><div>REVIEWED</div><div>By Nancy Avery (nancy.avery@vermont.gov) at 2:13 pm, Sep 10, 2018</div><div>REVIEWED</div><div>By Joseph Kelly (joe.kelly@vermont.gov) at 9:45 am, Sep 24, 2018</div></div></div>	<div><div><input type="checkbox"/></div><div>PDB Structural Section</div></div>	<div><div><input checked="" type="checkbox"/></div><div>PDB Environmental Section</div></div> <div><div>Didn't participate in On-line review.</div></div>	<div><div><input type="checkbox"/></div><div>CMB Materials Testing and Certification Section</div></div>	<div><div>Didn't participate in On-line review.</div></div>	<div><div>Others:</div></div>
<div><div><input checked="" type="checkbox"/></div><div>MOB Technical Services</div></div> <div><div>Didn't participate in On-line review.</div></div>	<div><div><input type="checkbox"/></div><div>PDB Survey Section</div></div>	<div><div><input checked="" type="checkbox"/></div><div>PDB Hydraulics Section</div></div> <div><div>REVIEWED</div><div>By Keith Friedland (keith.friedland@vermont.gov) at 4:00 pm, Sep 20, 2018</div></div>	<div><div><input checked="" type="checkbox"/></div><div>CMB Geotechnical Engineering Section</div></div> <div><div>Didn't participate in On-line review.</div></div>	<div><div><input type="checkbox"/></div><div>FHWA</div></div> <div><div>Include on all PoDI and WCRS Projects</div></div>	<div><div>Ian Degutis</div><div>Jon Lemieux</div><div>Ross Gouin</div><div>Jon Armstrong</div><div>Theresa Gilman</div><div>Craig Digiammarino</div><div><div>REVIEWED</div><div>By Theresa Gilman (theresa.gilman@vermont.gov) at 10:24 am, Sep 28, 2018</div><div>REVIEWED</div><div>By Ross Gouin (ross.gouin@vermont.gov) at 7:52 am, Sep 12, 2018</div><div>REVIEWED</div><div>By Jon Lemieux (jon.lemieux@vermont.gov) at 2:49 pm, Sep 10, 2018</div></div></div>

Review Focus Notes:

Design Consultant response period 10/1/18 through 10/15/18

Print Form

Clear Form

Submit by Email

Online Shared Review

PLANS FOR CONSTRUCTION OF RECREATION PARK PEDESTRIAN ACCESS ARLINGTON, BENNINGTON COUNTY, VERMONT

ARLINGTON STP BP17(12)

VERMONT ROUTE 7A (VILLAGE, PRINCIPAL ARTERIAL)

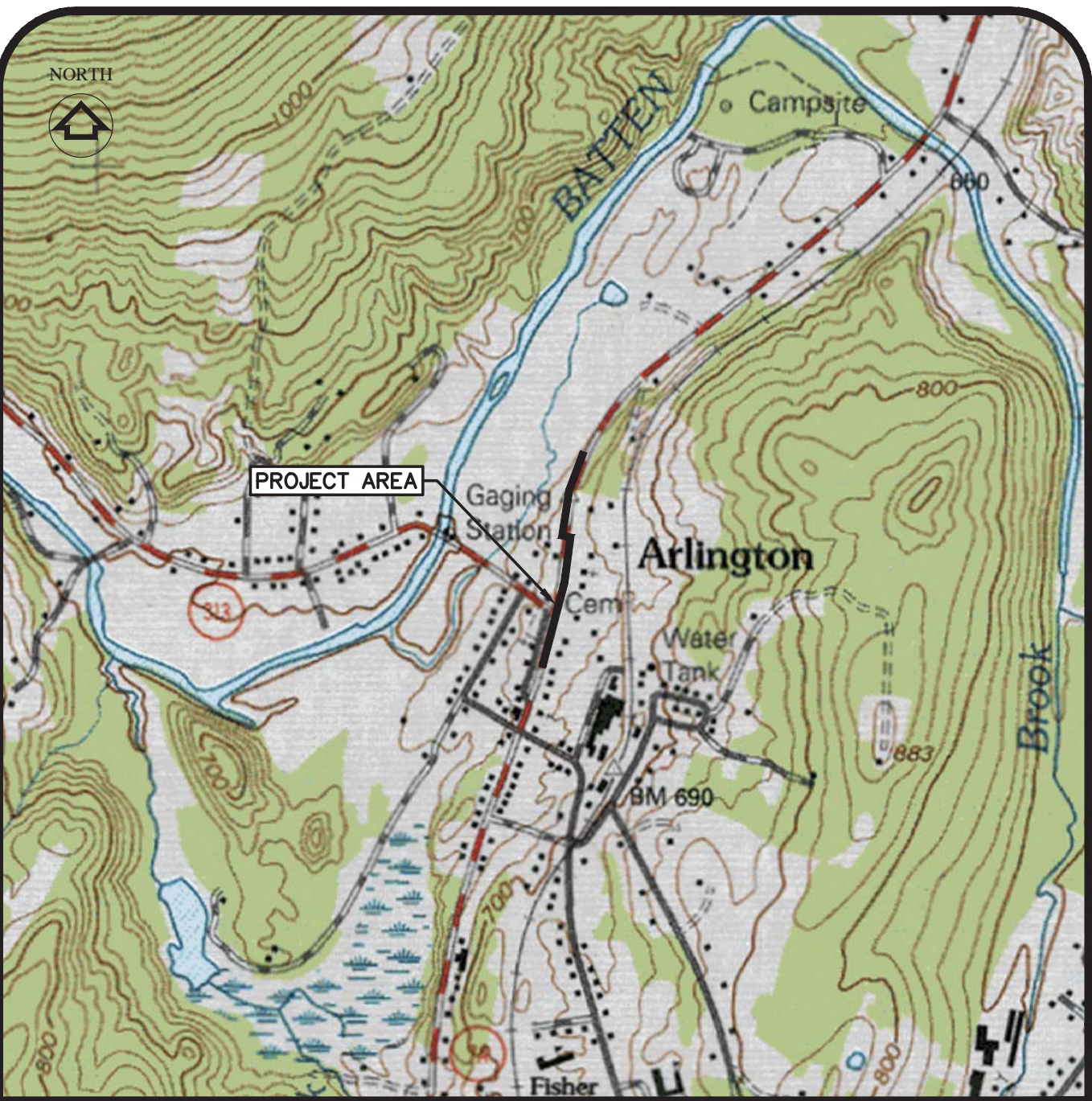
AUGUST 30, 2018

Project does not appear in VTransparency



LOCATION MAP

ARLINGTON, VERMONT
NO SCALE



VICINITY MAP

SCALE: 1"=1000'

INDEX OF SHEETS	
SHEET	TITLE
	COVER
G1	GENERAL NOTES, LEGEND, ABBREVIATIONS AND TRAFFIC SIGN SUMMARY TABLE
C1	SITE PLAN AND PROFILE STA 0+00 TO 6+00
C2	SITE PLAN AND PROFILE STA 6+00 TO 12+00
C3	SITE PLAN AND PROFILE STA 12+00 TO 14+89
C4	LAYOUT PLAN
C5	CROSS SECTIONS STA 0+00 TO 7+50
C6	CROSS SECTIONS 7+85 TO 14+75
C7	TYPICAL DETAILS
T1	TRAFFIC CONTROL PLAN
R1	RIGHT-OF-WAY PLAN (NOT INCLUDED)
R2	RIGHT-OF-WAY DETAIL SHEET (NOT INCLUDED)

Add E-121

INDEX OF VAOT STANDARDS		
SHEET	TITLE	DATE
C-2A	PORTLAND CEMENT CONCRETE SIDEWALK DRIVE ENTRANCES WITH SIDEWALK ADJACENT TO CURB	10-14-05
C-2B	PORTLAND CEMENT CONCRETE SIDEWALK DRIVE ENTRANCES WITH SIDEWALK AND GREEN STRIP	10-14-05
C-3B	SIDEWALK RAMPS AND MEDIAN ISLANDS	03-10-08
C-10	CURBING	02-11-08
E-121	STANDARD SIGN PLACEMENT CONVENTIONAL ROAD	08-08-95
T-1	TRAFFIC CONTROL GENERAL NOTES	08-06-12
T-10	CONVENTIONAL ROADS CONSTRUCTION APPROACH SIGNING	08-06-12
T-28	CONSTRUCTION SIGN DETAILS	08-06-12
T-45	SQUARE TUBE SIGN POST AND ANCHOR	01-02-13

NOTE: VAOT STANDARDS ARE INCLUDED IN 11X17 FORMAT IN THE APPENDICES OF THE SPECIFICATIONS.

they should get included (all of them listed here) at the back of the plan set.

If the intention is to create a special provision for your own curb and not use the VTrans standard, omit this C10 standard altogether and draft details to incorporate herein.

incorrect date

4-25-16

please expand this note to indicate VTrans QAP level

survey datum?

PROJECT OFFICIALS

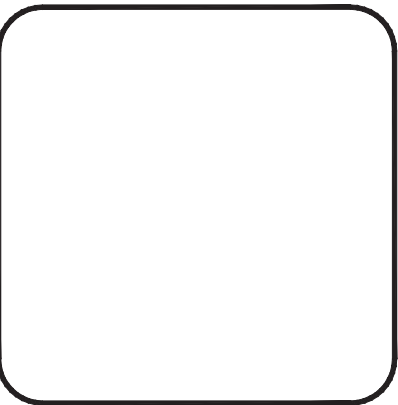
SELECTBOARD MEMBERS

KEITH SQUIRES (CHAIR)
CYNTHIA BROWNING
DANIEL HARVEY
REGINALD JENNINGS, JR
TIMOTHY WILLIAMS

LOCAL PROJECT MANAGER

MARK ANDERS (BCRC)

QUALITY ASSURANCE PROGRAM - LEVEL 3



need to add a note that indicates this project to be constructed via these plans and specs... 2018 VTrans spec book.

CONCEPTUAL DESIGN

NOT FOR CONSTRUCTION



DUFRESNE GROUP
CONSULTING ENGINEERS

56 Main Street, Suite 200

Springfield, Vermont 05156

E-mail: info@dufresnegroup.com

Web: www.dufresnegroup.com

Springfield, VT • Tel: (802) 674-2904 Fax: (802) 674-2913

Barre, VT • Tel: (802) 479-3698

St. Johnsbury, VT • Tel: (802) 748-8605

Manchester, VT • Tel: (802) 768-8291

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SURVEY DATED BY DUFFRENE GROUP IN JUNE 2018. THIS IS NOT A BOUNDARY SURVEY. HORIZONTAL DATUM IS NAD 83 AND VERTICAL DATUM IS NAVD 88. ALL BEARINGS ARE IN REFERENCE TO GRID NORTH.

2. RIGHT-OF-WAY (ROW) INFORMATION PROVIDED BY COLEMAN SURVEYS, INC. ROW ON ROUTE 7A WAS DETERMINED TO BE 4 RODS, EXCEPT AT 3975 VT ROUTE 30, WHERE IT WAS DETERMINED TO BE 3 RODS.

3. GENERALLY HEAVY OR DARK LINE WORK OR NOTES REFER TO PROPOSED IMPROVEMENTS. LIGHT LINE WORK OR TEXT GENERALLY DENOTES EXISTING FEATURES.

4. ALL WORK SHALL BE DONE IN THE PUBLIC RIGHT-OF-WAY OR EASEMENT AREAS. CONTRACTOR SHALL NOT WORK OUTSIDE THE CONSTRUCTION LIMITS SHOWN ON THE PLANS. ADDITIONAL EASEMENTS MAY BE ACQUIRED AT CONTRACTOR'S EXPENSE.

5. CONTRACTOR SHALL USE EXTREME CAUTION TO PREVENT DAMAGE TO EXISTING UTILITIES. CONTRACTOR SHALL COORDINATE WITH DIG SAFE (1-888-DIG SAFE) A MINIMUM OF 72 HOURS PRIOR TO EXCAVATION. Trans is not part of DigSafe, so must be asked to identify any underground utilities they own.

6. ALL EXISTING UNDERGROUND UTILITIES WERE LOCATED USING THE BEST AVAILABLE INFORMATION. CONTRACTOR IS RESPONSIBLE FOR PROTECTION OF ALL UTILITIES WHETHER OR NOT THEY ARE SHOWN ON THE PLANS. ALL REPAIRS TO DAMAGED UTILITIES SHALL BE MADE BY THE CONTRACTOR USING MATERIALS APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.

7. CONTRACTOR SHALL VERIFY LOCATION OF ALL OVERHEAD AND UNDERGROUND ELECTRIC, CABLE AND TELEPHONE LINES AND TAKE NECESSARY PRECAUTIONS IN STRICT ACCORDANCE WITH OSHA STANDARDS DURING CONSTRUCTION. CONTRACTOR SHALL CONTACT THE LOCAL POWER UTILITY AND TELEPHONE UTILITY REGARDING ANY NECESSARY SUPPORT OF ANY UTILITY POLES DURING CONSTRUCTION. LOCAL ELECTRIC UTILITY IS GREEN MOUNTAIN POWER (GMP). LOCAL PHONE UTILITY IS CONSOLIDATED COMMUNICATIONS.

8. CONTRACTOR SHALL EXERCISE DUE CARE TO PREVENT DAMAGE TO ROOT SYSTEMS OF EXISTING VEGETATION. ALL GRASS AREAS DISTURBED SHALL BE RESTORED AS DESCRIBED IN SPECIAL PROVISION 900.645, CLASS A RESTORATION OF GROWTH. THIS ITEM INCLUDES LOAM, FERTILIZER, GRADING, SEEDING, MULCHING AND INCIDENTAL WORK. CONTRACTOR IS RESPONSIBLE FOR PROTECTING AND GUARDING ALL TREES, SHRUBS AND VEGETATION AS PART OF THE CLEARING AND GRUBBING AND TREE PROTECTION WORK ITEMS UNLESS SPECIFICALLY DESIGNATED FOR REMOVAL.

9. ALL TREES AND SHRUBS WITHIN PROJECT AREA AND TEMPORARY CONSTRUCTION EASEMENTS ARE TO BE MAINTAINED UNLESS OTHERWISE NOTED. CONTRACTOR SHALL EXERCISE DUE CARE TO PREVENT DAMAGE TO EXISTING TREES AND SHRUBS IN ACCORDANCE WITH VTSSC SECTION 656.10. CONTRACTOR IS RESPONSIBLE FOR REMOVAL, CARE AND REPLANTING (OR REPLACEMENT) OF ANY LANDSCAPING REMOVED OR DISTURBED DURING CONSTRUCTION. Why a SP for restoration of growth? These are standard items.

10. CONTRACTOR SHALL MAINTAIN ONE LANE OPEN TO TRAFFIC AT ALL TIMES. CONTRACTOR SHALL MINIMIZE IMPACTS TO AUTOMOBILE AND PEDESTRIAN TRAFFIC. CONTRACTOR SHALL PROVIDE ACCESS TO ALL PROPERTIES THROUGHOUT THE PROJECT DURATION. THE ONLY EXCEPTION SHALL BE DURING INDIVIDUAL DRIVE SIDEWALK CONSTRUCTION. CONTRACTOR SHALL BE REQUIRED TO SUBMIT A TEMPORARY TRAFFIC CONTROL PLAN FOR APPROVAL A MINIMUM OF 14 DAYS PRIOR TO CONSTRUCTION. THE TEMPORARY TRAFFIC CONTROL PLAN SHALL INCLUDE A SCHEDULE FOR USE OF FLAGGERS THROUGHOUT CONSTRUCTION. ALL CONSTRUCTION SIGNAGE SHALL COMPLY WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION. ALL TRAFFIC CONTROL SHALL BE INCLUDED UNDER ITEM 641.10. 641.11? and it's revisions.

11. ALL NEW TRAFFIC SIGNS TO BE INSTALLED IN THIS PROJECT SHALL CONFORM TO THE CURRENT MUTCD REQUIREMENTS AND VTRANS STANDARDS. Are there any revisions to the MUTCD?

12. ANY PROPOSED ELEVATIONS ARE PROVIDED FOR REFERENCE ONLY. FINAL ELEVATIONS MAY VARY AS NECESSARY TO MAINTAIN POSITIVE DRAINAGE OFF SIDEWALK/PATHWAY AND COMPLIANCE OF ALL PEDESTRIAN IMPROVEMENTS WITH AMERICAN DISABILITIES ACT REQUIREMENTS, VERMONT AGENCY OF TRANSPORTATION (VAOT) STANDARD SPECIFICATIONS FOR CONSTRUCTION AND VAOT STANDARD DRAWINGS, LATEST VERSIONS. dated 2018

13. CONCRETE SIDEWALK AT DRIVEWAYS SHALL BE IN ACCORDANCE WITH VAOT STANDARD C-2A, TYPE 2. ALL DRIVEWAYS SHALL BE CONSTRUCTED TO COMMERCIAL DRIVE STANDARDS (8" THICK CONCRETE). DRIVEWAY PAVEMENT RESTORATION SHALL MATCH EXISTING DRIVEWAY EDGES AS SHOWN ON THE PLANS FOR ALL DRIVEWAYS.

14. VAOT STANDARD DRAWING C-3B SHOWS FLUSH CURB AT SIDEWALK RAMPS. ON THIS PROJECT, CURB WILL NOT BE INSTALLED FLUSH AT SIDEWALK RAMPS. THE WIDTH OF THE CURB ON THE STANDARD DRAWINGS SHALL BE INSTALLED AS FLUSH CONCRETE (NO DUMMY JOINT REQUIRED).

15. EXISTING WALKWAYS TO BUILDINGS SHALL BE REMOVED AND REPLACED AS REQUIRED FOR THE SIDEWALK CONSTRUCTION, WITHIN THE EXISTING ROW AND EASEMENTS ONLY. REPLACEMENT SHALL MATCH EXISTING MATERIALS. THIS WORK SHALL BE INCIDENTAL TO ITEM 900.675 SPECIAL PROVISION (PORTLAND CEMENT CONCRETE SIDEWALK, 5-INCH).

16. EXCAVATION AND REMOVAL OF EXISTING CONCRETE/MARBLE SIDEWALK AND PAVEMENT SHALL BE INCIDENTAL TO ITEM 900.675 SPECIAL PROVISION (PORTLAND CEMENT CONCRETE SIDEWALK, 5-INCH), ITEM 900.675 SPECIAL PROVISION (PORTLAND CEMENT CONCRETE SIDEWALK, 8-INCH) AND ITEM 900.675 SPECIAL PROVISION (BITUMINOUS CONCRETE PATHWAY).

17. REFER TO ADDITIONAL DETAILS ON SHEET C7 FOR SIDEWALK, CURB, AND APPURTENANT CONSTRUCTION REQUIREMENTS.

18. THERE MAY BE WATER SHUT OFF BOXES LOCATED WITHIN THE PROPOSED SIDEWALK ALIGNMENT. THE CONTRACTOR SHALL ADJUST THE ELEVATION OF ANY WATER SHUT OFF BOXES WITHIN AREAS WHERE ELEVATIONS ARE MODIFIED. THIS WORK SHALL BE INCIDENTAL TO ITEM 900.675 SPECIAL PROVISION (PORTLAND CEMENT CONCRETE SIDEWALK, 5-INCH), ITEM 900.675 SPECIAL PROVISION (PORTLAND CEMENT CONCRETE SIDEWALK, 8-INCH) AND ITEM 900.675 SPECIAL PROVISION (BITUMINOUS CONCRETE PATHWAY).

19. CONSTRUCTION IS TO BE CARRIED OUT IN ACCORDANCE WITH THESE PLANS AND THE 2018 STANDARD SPECIFICATIONS FOR CONSTRUCTION FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS THAT ARE INCORPORATED IN THESE PLANS.

20. THIS PROJECT IS NOT SUBJECT TO THE REQUIREMENTS OF THE CONSTRUCTION GENERAL PERMIT 3-9020 AND THEREFORE A PERMIT IS NOT REQUIRED. HOWEVER, CONTRACTOR SHALL COMPLY WITH THE LOW RISK SITE HANDBOOK FOR EROSION PREVENTION AND

seems to be missing typical
AOT general notes...

Not really true. Contractors can negotiate additional use of property but they don't normally purchase easements.

this will be very difficult in some areas. Is there any method to adjust this after award? should the trees be located and verified again? any tree protection or CU structural soil?

agreed. are there specific trees and plants that NEED to be protected?

Are there some that are Std C-2B, type 7?

why? 5" is sufficient for residential drives. 2018 specs already increased concrete min. strength to 4000 psi.

Item # 629.20
Adjust Elevation of
Valve Box

Why is this not known?
Wasn't there a survey?

VTrans

EXISTING		PROPOSED	
--- 502 ---	MINOR CONTOUR	=====	CONCRETE SIDEWALK
--- 500 ---	MAJOR CONTOUR	=====	MARBLE SIDEWALK
=====	PAVED ROAD/DRIVE	=====	BIT. CONC. PATHWAY
-----	GRAVEL ROAD/DRIVE	=====	CURB
~~~~~	TREELINE	-----	CONSTRUCTION LIMITS
-----	PROPERTY LINE		CROSSWALK
-----	RIGHT OF WAY		PAVEMENT
o-o-o-o-o-o-o-o	STONEWALL	~~~~~	GRAVEL SURFACE
田	CATCH BASIN	—v—	SIGN
⤵	WATER SHUT OFF	□ o o □	DETECTABLE WARNING
⤵	UTILITY POLE		
>--	GUY WIRE		
—v—	SINGLE POLE SIGN		
—v—	DOUBLE POLE SIGN		
MB	MAILBOX		
o	IRON PIN/PIPE FOUND		
⊙	BENCHMARK		
△	TRAVER MARKER		
🌳	TREE/SHRUB		
🪵	STUMP		
=====	MARBLE SIDEWALK		

CB	CATCH BASIN
CI	CAST IRON
CMP	CORRUGATED METAL PIPE
DI	DROP INLET
DIA	DIAMETER
EL	ELEVATION
HYD	FIRE HYDRANT
ID	INSIDE DIAMETER
INV	INVERT
IPF	IRON PIPE FOUND
RRFB	RECTANGULAR RAPID FLASHING BEACON
SMH	SEWER MANHOLE
TBM	TEMPORARY BENCH MARK
TYP	TYPICAL
VAOT	VERMONT AGENCY OF TRANSPORTATION
VTSSC	VERMONT STANDARD SPECIFICATIONS FOR CONSTRUCTION
WSO	WATER SHUTOFF
WWR	WELDED WIRE REINFORCEMENT

CB	CATCH BASIN
CI	CAST IRON
CMP	CORRUGATED METAL PIPE
DI	DROP INLET
DIA	DIAMETER
EL	ELEVATION
HYD	FIRE HYDRANT
ID	INSIDE DIAMETER
INV	INVERT
IPF	IRON PIPE FOUND
RRFB	RECTANGULAR RAPID FLASHING BEACON
SMH	SEWER MANHOLE
TBM	TEMPORARY BENCH MARK
TYP	TYPICAL
VAOT	VERMONT AGENCY OF TRANSPORTATION
VTSSC	VERMONT STANDARD SPECIFICATIONS FOR CONSTRUCTION
WSO	WATER SHUTOFF
WWR	WELDED WIRE REINFORCEMENT

SIGN NUMBER	SIGN NAME	# OF POSTS	STATION	NOTES
W11-2 (x2)	CROSSWALK SIGN	1	7+90R	INSTALL CROSSWALK AND ARROW SIGNS BACK TO BACK ON SAME POST WITH RRFB (ONE ARROW LEFT AND ONE ARROW RIGHT)
W16-7P (x2)	ARROW			
W11-2 (x2)	CROSSWALK SIGN	1	7+91L	INSTALL CROSSWALK AND ARROW SIGNS BACK TO BACK ON SAME POST WITH RRFB (ONE ARROW LEFT AND ONE ARROW RIGHT)
W16-7P (x2)	ARROW			
W11-2	CROSSWALK SIGN	N/A	7+99L	REMOVE AND RESET SIGN AT APPROX. STA 9+70L
W16-9P	AHEAD			
R2-1	35 MPH SPEED LIMIT	N/A	12+68L	REMOVE AND RESET EXISTING SIGN AND POST AT APPROX. STA 12+25L

1. ALL NEW SIGNS SHALL COMPLY WITH TRAFFIC ENGINEERING INSTRUCTION 16-200 AND MUTCD.
2. SIGN POSTS SHALL BE OF SUFFICIENT HEIGHT TO PROVIDE 7 FOOT VERTICAL CLEARANCE.

While this may be true, is this useful to the contractor?

CONCEPTUAL  
DESIGN  
NOT FOR CONSTRUCTION

RECREATION PARK PEDESTRIAN ACCESS  
ARLINGTON STP BP17(12)

## GENERAL NOTES, LEGEND, ABBREVIATIONS AND TRAFFIC SIGN SUMMARY TABLE

ARLINGTON, VERMONT

Project #	7180011
Project Mgr.	C.M.HASKINS
Design by	C.M.HASKINS
Drawn by	C.M.HASKINS
Reviewed by	T.P.KNAPP
Approved by	C.M.HASKINS
Date	AUGUST 30, 2018
Scale	AS SHOWN

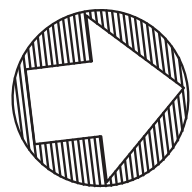
# G1

SHEET 1 OF 11









Consider adding Stone Fill Stone Energy Dissipation below the new outlet to reduce erosion in large storm events.

EXTEND EXISTING 15" CMP DRAIN APPROXIMATELY 5 FEET AND INSTALL CONCRETE HEADWALL. REFER TO SPECIAL PROVISIONS AND SHEET CX FOR HEADWALL DETAILS

TRIM/REMOVE SHRUBS AND BRUSH AS REQUIRED FOR GRADING AND DRAINAGE WORK, STA 8+00SW TO 8+25SW

RECTANGULAR RAPID FLASHING BEACON WITH CROSSWALK SIGNS: TWO (2) W11-2 PLACED BACK TO BACK AND TWO (2) W16-7P PLACED BACK TO BACK (ONE LEFT/ONE RIGHT) REFER TO SPECIAL PROVISIONS FOR DETAILS

RAISE EXISTING PROPERTY PIN, INCIDENTAL TO ITEM 900.675 SPECIAL PROVISION (PORTLAND CEMENT CONCRETE SIDEWALK, 5-INCH). IF PIN IS MOVED FROM ITS ORIGINAL LOCATION DURING CONSTRUCTION, IT SHALL BE RESET BY A LICENSED LAND SURVEYOR AT NO ADDITIONAL COST TO THE OWNER.

5'x5' CONCRETE LEVEL LANDING WITH DETECTABLE WARNING SURFACE, VAOT STANDARD C-3B, TYPE 6

TRIM LOWER TREE BRANCHES AS REQUIRED

are conflicts with roots anticipated? excavation is deep here

where are the existing signs? Many will need to be relocated due to this project

Did you assess the condition of this existing pipe?

Does this crossing meet mid-block crossing warrants? What is the need for the RRFB? Over use of these devices breeds contempt for crossing and motorist ignoring them altogether.

Is there still a "JCT 313" sign @ this approx. location?

REMOVE AND RESET EXISTING PEDESTRIAN CROSSING AHEAD SIGN FROM STA 7+99L TO APPROXIMATE STA 9+70L

TRIM/REMOVE SHRUBS AND BRUSH AS REQUIRED BETWEEN STA 11+50SW AND 13+00SW

callout tree species and size, this will help bidders understand the requirements of placing sidewalk against the root systems.

Crosswalk on VT7A

- The location of crosswalk may want to be reevaluated - sight distance may be okay but its location in front of a house (w/parking on the shoulder) may lend itself to problems. Has alternative crosswalk locations been ruled out?
- Access management in front of the house at this location should be applied.
- Why is the ROW only three rods at this house? Boundary pins may be set at this location; however, this will need to be further evaluated by our ROW section - what is the basis for the surveyor's determination?

#### SITE PLAN - STA 6+00 TO 12+00 (STA 5+61SW TO 12+28SW)

SCALE: 1"=20'

Highly recommend against RRFBs with a new crosswalk. AADT is just over the threshold of installing a marked crosswalk. This reviewer's opinion is that RRFBs are overused and should be reserved for crosswalks with higher AADTs and a troublesome history.

Extensive vegetation removal will need to be done on inside of curve to increase visibility to easterly end of crosswalk.

#### NOTES:

- REFER TO SHEET G1 FOR GENERAL NOTES, LEGEND AND ABBREVIATIONS.
- REFER TO SHEET C4 FOR SIDEWALK LAYOUT PLAN.
- REFER TO SHEETS C5-C6 FOR CROSS SECTIONS.
- REFER TO SHEET C7 FOR TYPICAL DETAILS.
- ALL TREES, SHRUBS AND BUSHES LOCATED WITHIN THE ROW OR EASEMENT AREAS SHALL BE PROTECTED UNLESS OTHERWISE NOTED ON THE PLANS. REFER TO NOTES 8 AND 9 ON SHEET G1.

#### PROFILE - STA 6+00 TO 7+85 (STA 5+61SW TO 7+55SW)

SCALE: H- 1"=20'  
V- 1"=20'

#### PROFILE - STA 7+83 TO 12+00 (STA 8+00SW TO 12+28SW)

SCALE: H- 1"=20'  
V- 1"=20'

CONCEPTUAL  
DESIGN  
NOT FOR CONSTRUCTION



DUFRESNE GROUP  
CONSULTING ENGINEERS

56 Main Street, Suite 200  
Springfield, Vermont 05156  
E-mail: info@dufresnegroup.com  
Web: www.dufresnegroup.com

Windsor, VT • Tel: (802) 674-2304 Fax: (802) 674-2913  
Barre, VT • Tel: (802) 479-3699  
St. Johnsbury, VT • Tel: (802) 748-8605  
Manchester, VT • Tel: (802) 768-8291

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REVISIONS		DATE	COMMENTS
BY			

RECREATION PARK PEDESTRIAN ACCESS  
ARLINGTON STP BP17(12)

### SITE PLAN AND PROFILE STA 6+00 TO 12+00

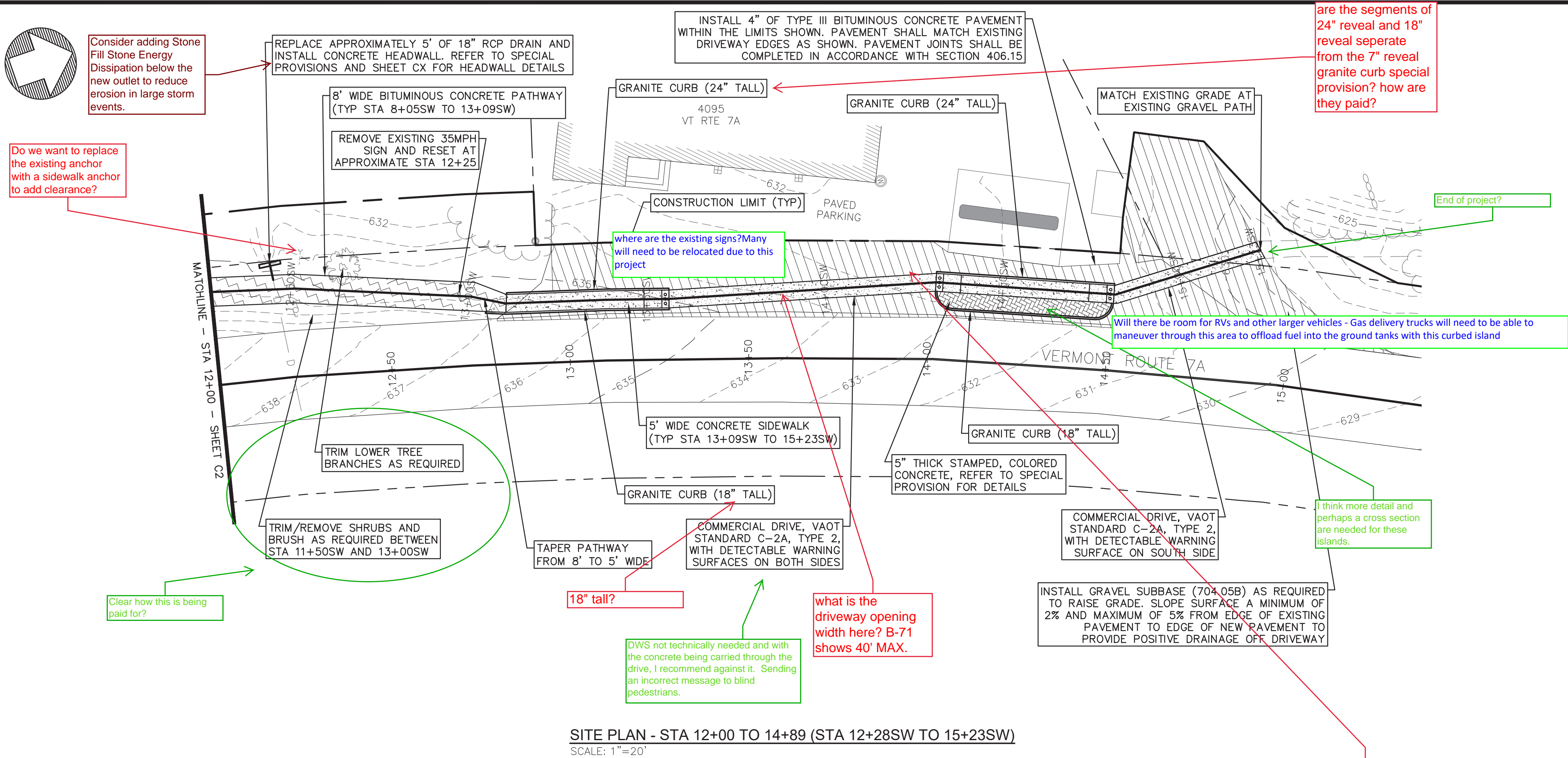
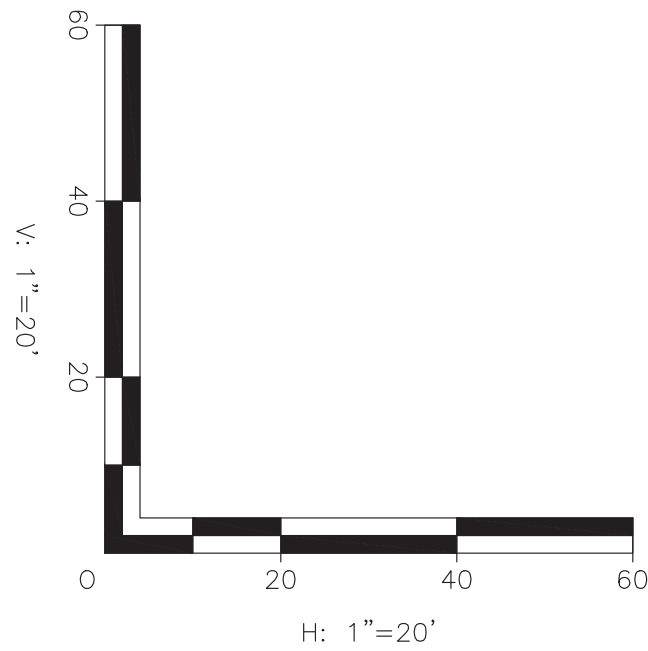
ARLINGTON, VERMONT

Project #	7180011
Project Mgr.	C.M.HASKINS
Design by	C.M.HASKINS
Drawn by	C.M.HASKINS
Reviewed by	T.P.KNAPP
Approved by	C.M.HASKINS
Date	AUGUST 30, 2018
Scale	AS SHOWN

C2

SHEET 3 OF 11

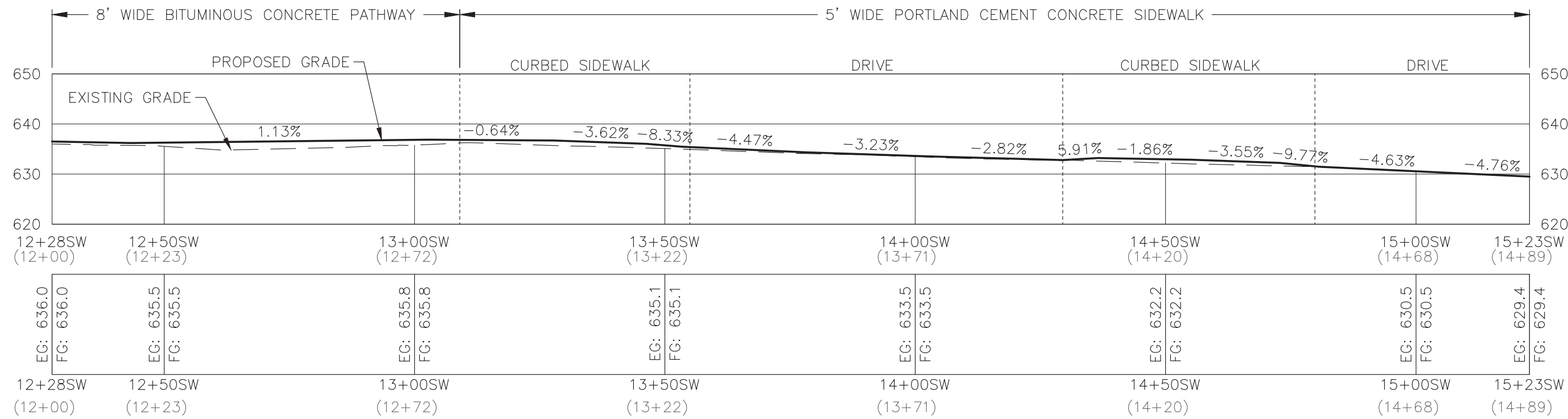




SITE PLAN - STA 12+00 TO 14+89 (STA 12+28SW TO 15+23SW)  
SCALE: 1"=20'

Chem Clean Access and General Area

- Jogs and shifts in walk/path are not desirable, how can this be remedied?
- Shift in widths is not desirable, why is this going back and forth from 5 to 8 ft?
- Raised 5' walk with no green space with added jogs can cause some concerns for younger users, particularly with the curb/sidewalk edge close to the edge line on the outside of a curb - can/how can this be rectified?
- Be sure all curbed areas have the 15' offset from center line for maintenance.
- Project stops short of designation point, at project terminus the path in no longer ADA compliant, should it be? If not, how will users alternately access the recreation field?
- All the work in the area of this parcel appears to be within the State ROW (4-rods), work within this segment may not need property rights or owners approval; however, a full evaluation of access needs and circulation (turning movements) should be evaluated and considered an access management proposal (Chris has already suggested this to the consultant).



PROFILE - STA 12+00 TO 14+89 (STA 12+28SW TO 15+23SW)  
SCALE: H= 1"=20'  
V= 1"=20'

NOTES:

- REFER TO SHEET G1 FOR GENERAL NOTES, LEGEND AND ABBREVIATIONS.
- REFER TO SHEET C4 FOR SIDEWALK LAYOUT PLAN.
- REFER TO SHEETS C5-C6 FOR CROSS SECTIONS.
- REFER TO SHEET C7 FOR TYPICAL DETAILS.
- ALL TREES, SHRUBS AND BUSHES LOCATED WITHIN THE ROW OR EASEMENT AREAS SHALL BE PROTECTED UNLESS OTHERWISE NOTED ON THE PLANS. REFER TO NOTES 8 AND 9 ON SHEET G1.

CONCEPTUAL  
DESIGN  
NOT FOR CONSTRUCTION



DUFRESNE GROUP  
CONSULTING ENGINEERS

56 Main Street, Suite 200  
Springfield, Vermont 05156  
E-mail: info@dufresnegrup.com  
Web: www.dufresnegrup.com

Windsor, VT • Tel: (802) 674-2304 Fax: (802) 674-2913  
Barre, VT • Tel: (802) 479-3698  
St. Johnsbury, VT • Tel: (802) 748-8605  
Manchester, VT • Tel: (802) 768-8291

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DATE	COMMENTS		BY	

RECREATION PARK PEDESTRIAN ACCESS  
ARLINGTON STP BP17(12)

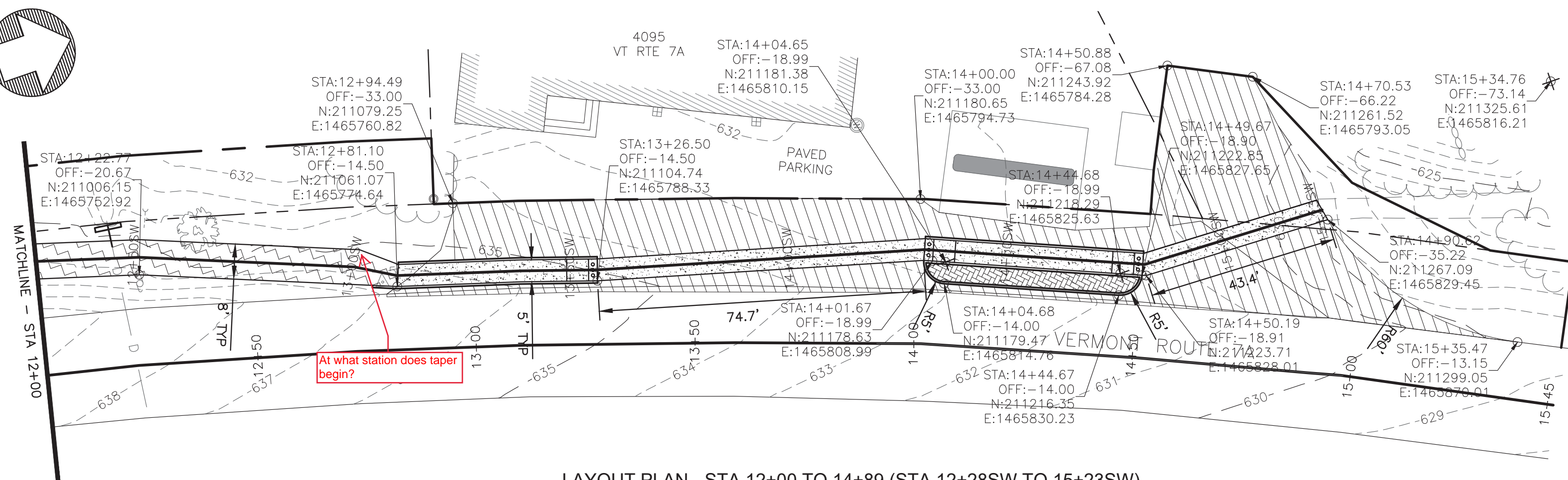
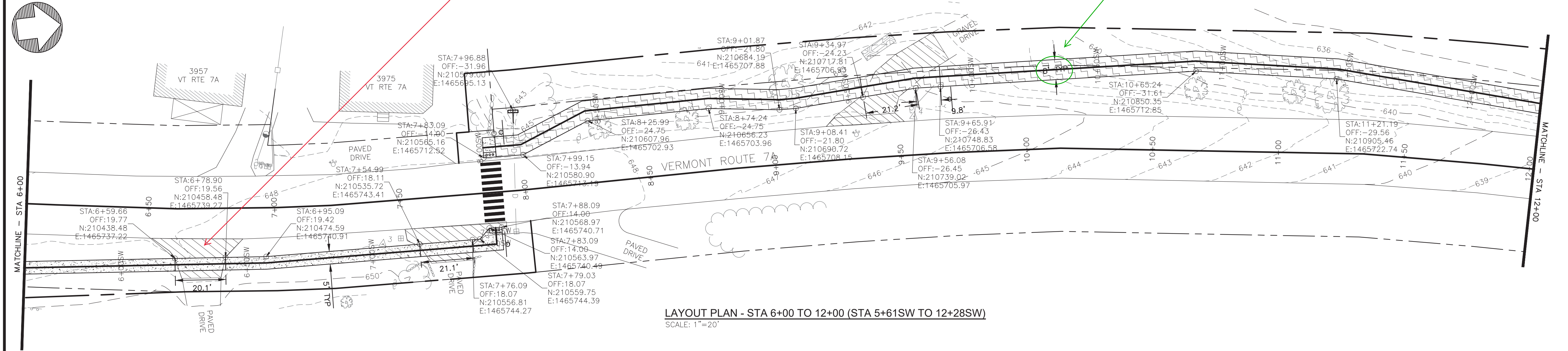
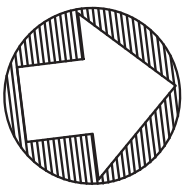
SITE PLAN AND PROFILE  
STA 12+00 TO 14+89

ARLINGTON, VERMONT

Project #	7180011
Project Mgr.	C.M.HASKINS
Design by	C.M.HASKINS
Drawn by	C.M.HASKINS
Reviewed by	T.P.KNAPP
Approved by	C.M.HASKINS
Date	AUGUST 30, 2018
Scale	AS SHOWN

C3





1. REFER TO SHEET G1 FOR GENERAL NOTES, LEGEND AND ABBREVIATIONS.
2. REFER TO SHEETS C1-C3 FOR SIDEWALK SITE PLANS.
3. REFER TO SHEETS C5-C6 FOR CROSS SECTIONS.
4. REFER TO SHEET C7 FOR TYPICAL DETAILS.
5. ALL TREES, SHRUBS AND BUSHES LOCATED WITHIN THE ROW OR EASEMENT AREAS SHALL BE PROTECTED UNLESS OTHERWISE NOTED ON THE PLANS. REFER TO NOTES 8 AND 9 ON SHEET G1.

# C4

ARLINGTON, VERMONT

SHEET 5 OF 11









56 Main Street, Suite 200  
Springfield, Vermont 05156

Web: [www.dufresnegroup.com](http://www.dufresnegroup.com)

St. Johnsbury, VT • Tel: (802) 748-8605  
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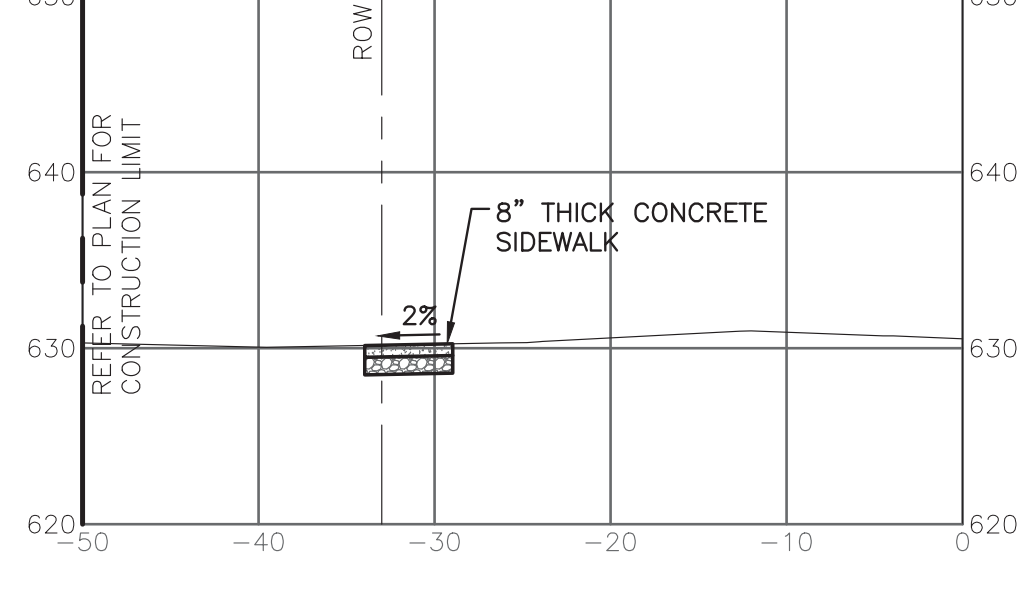
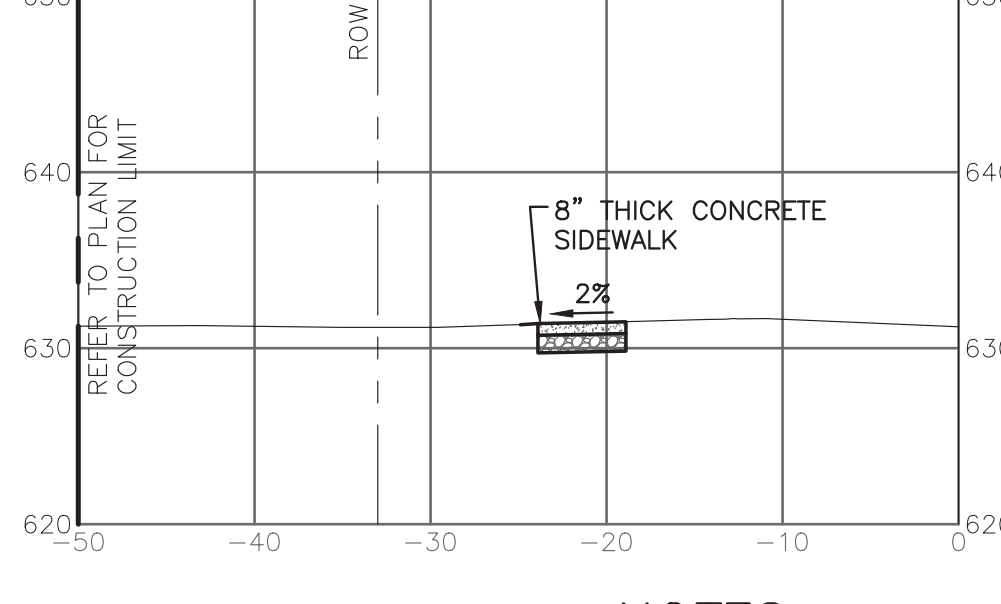
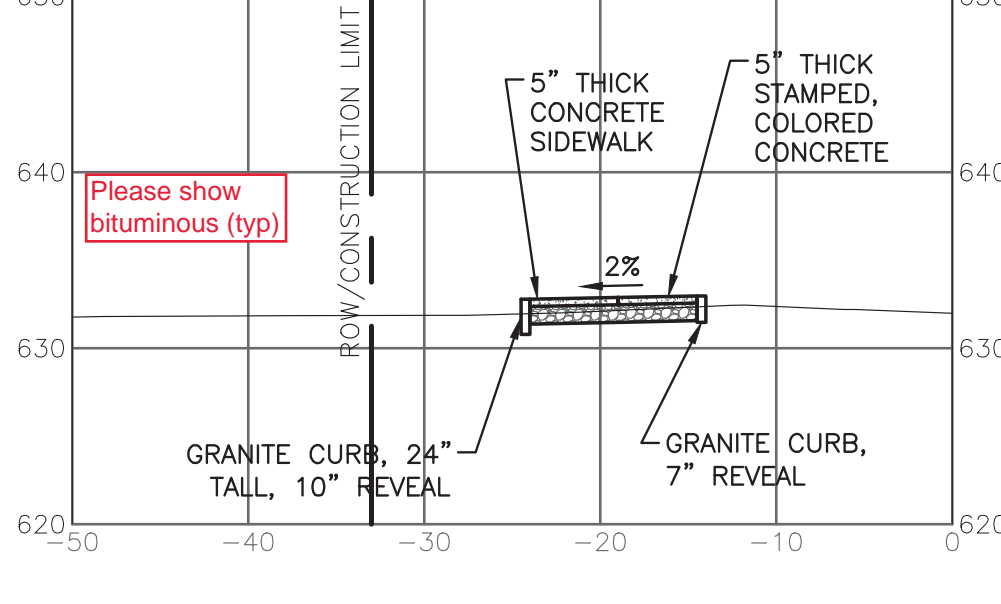
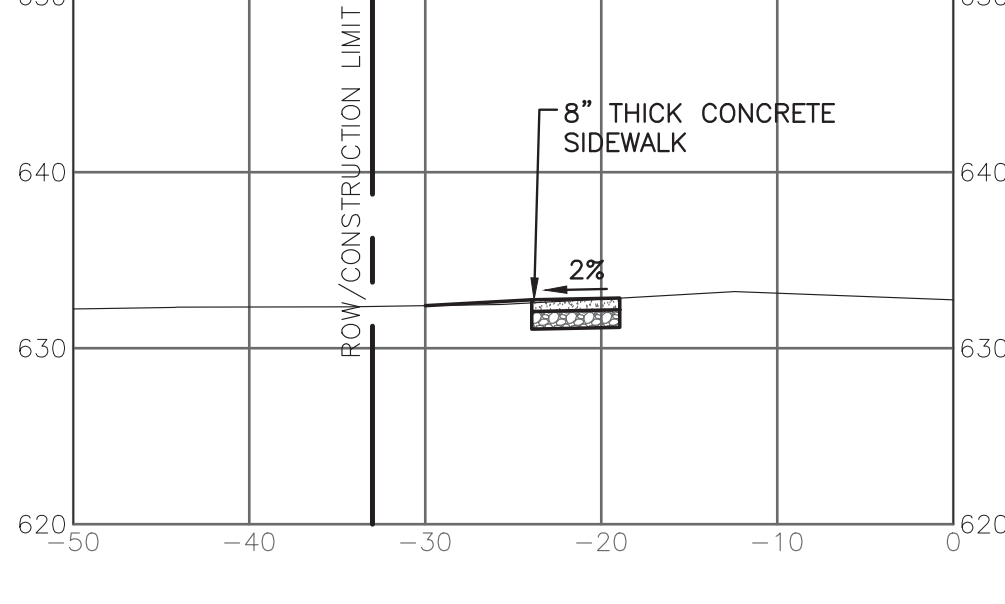
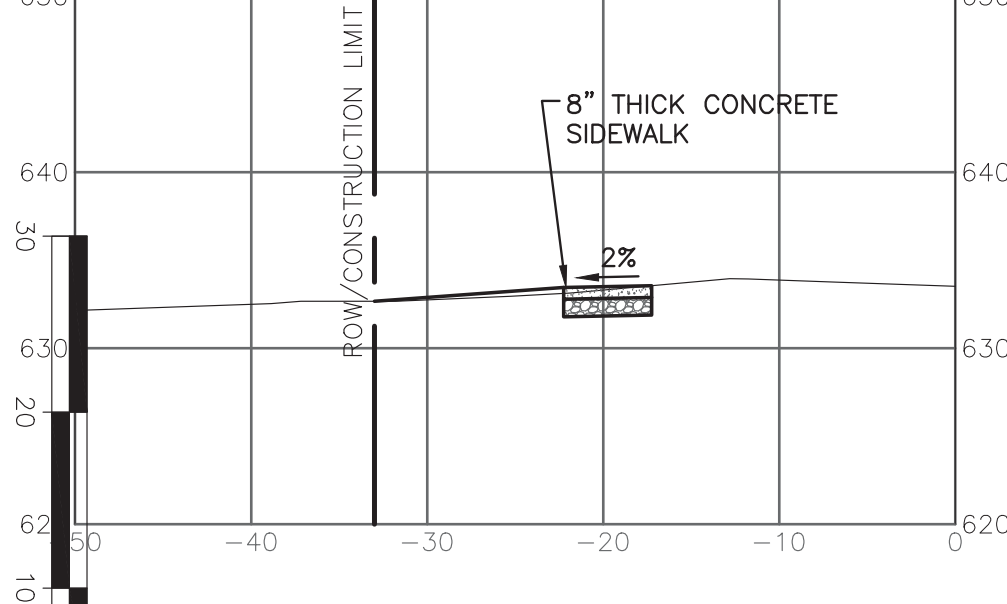
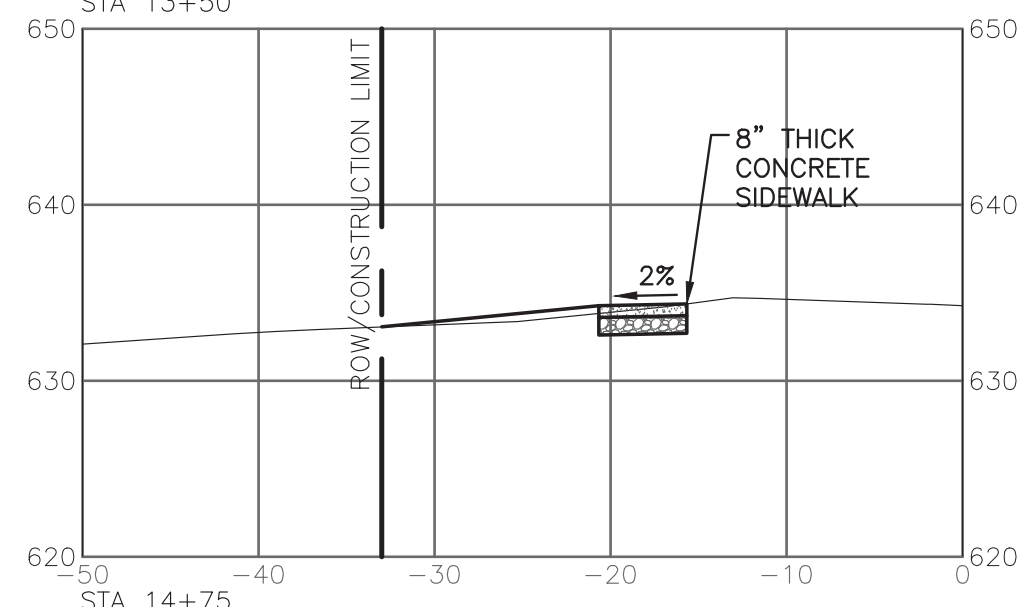
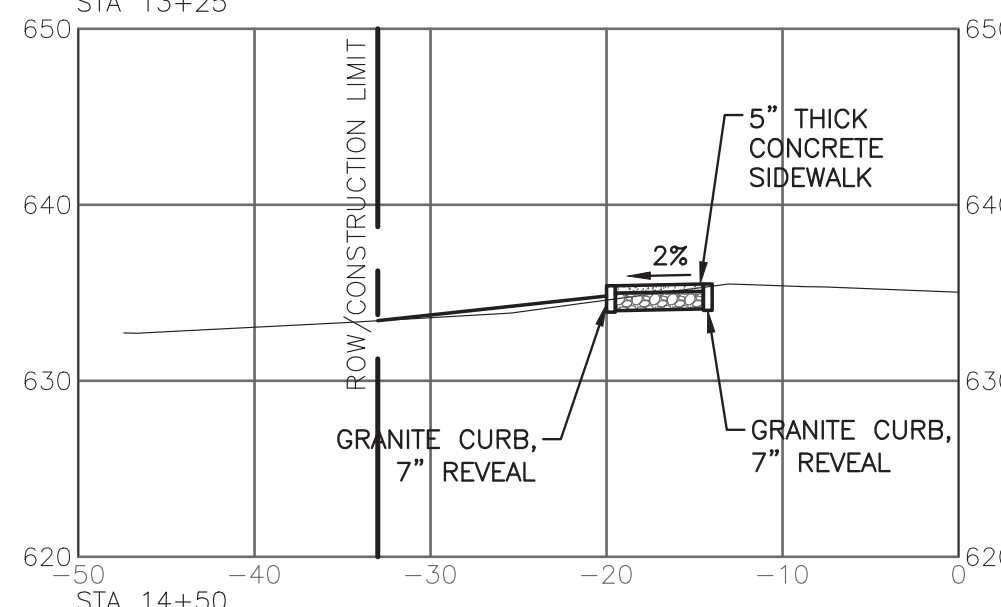
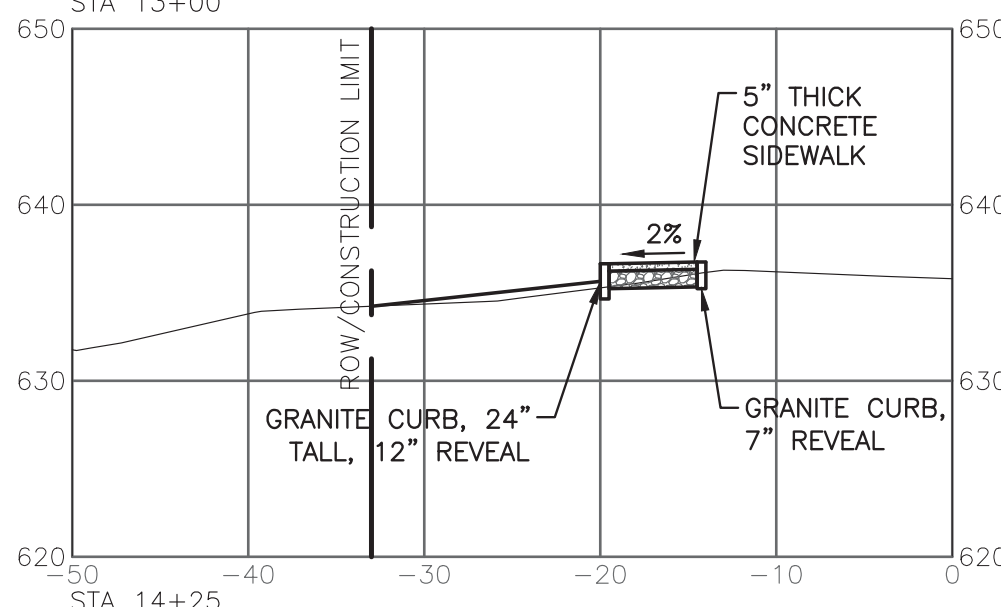
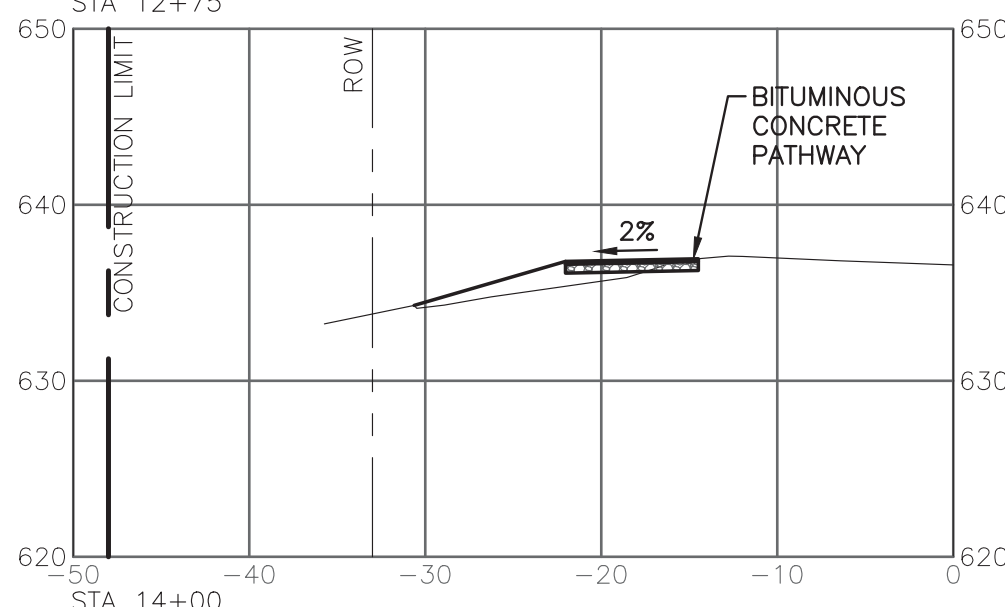
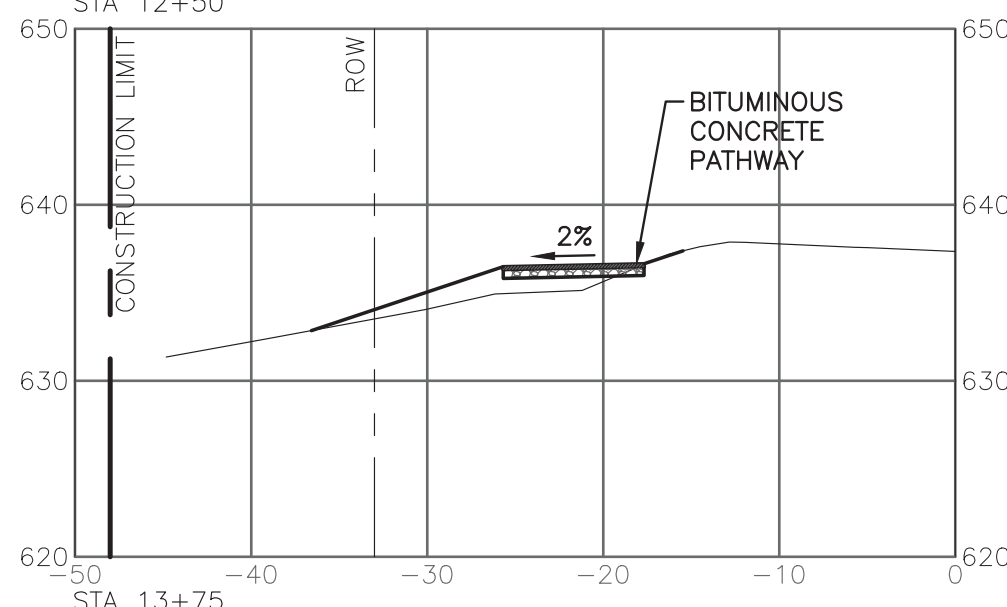
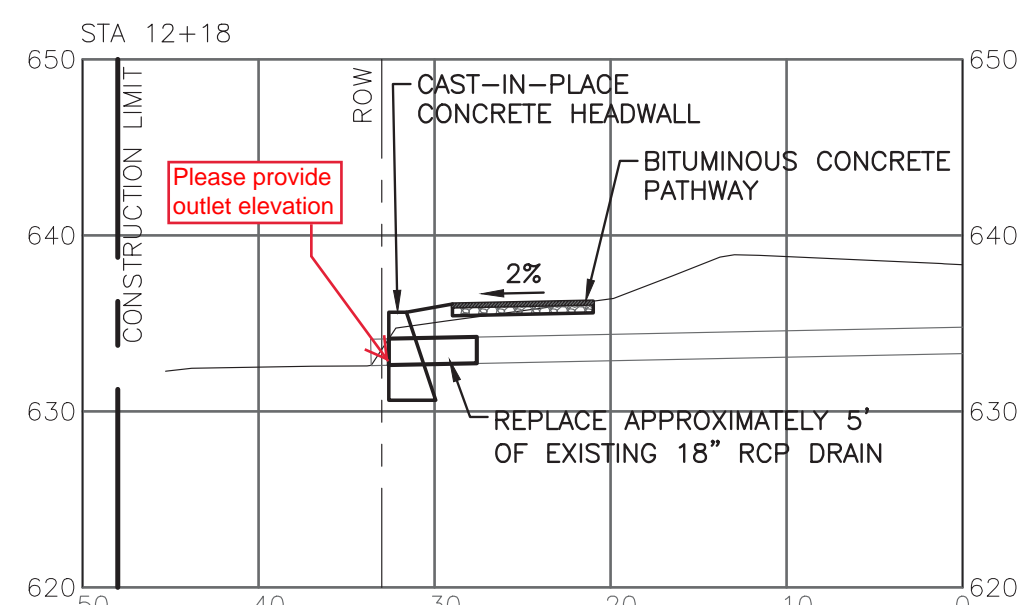
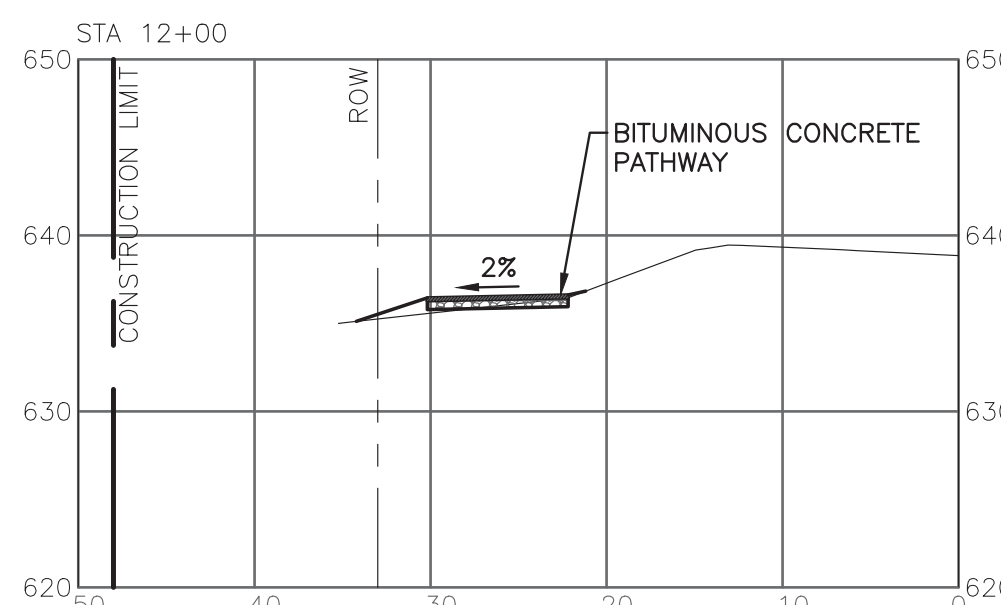
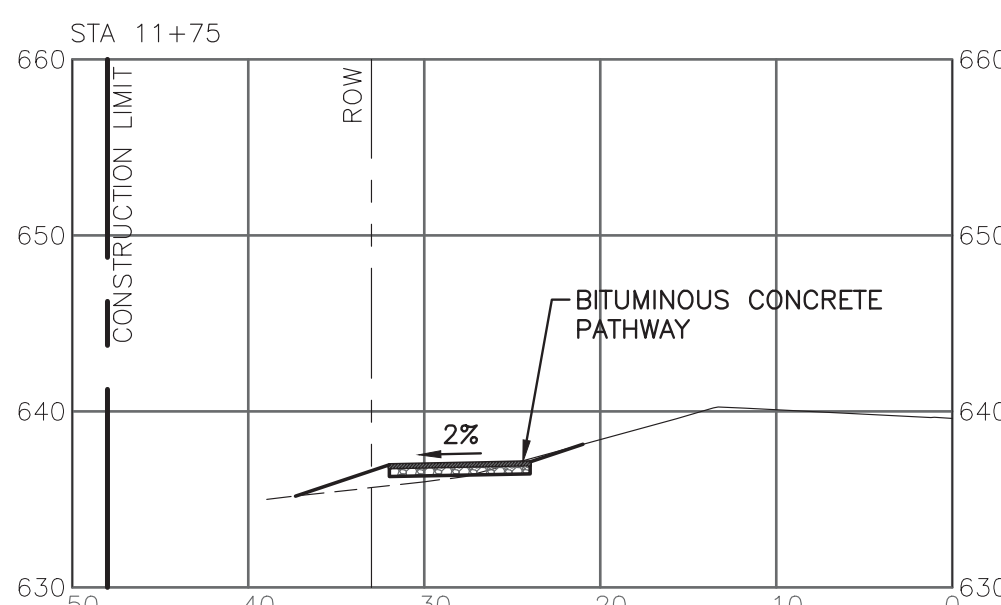
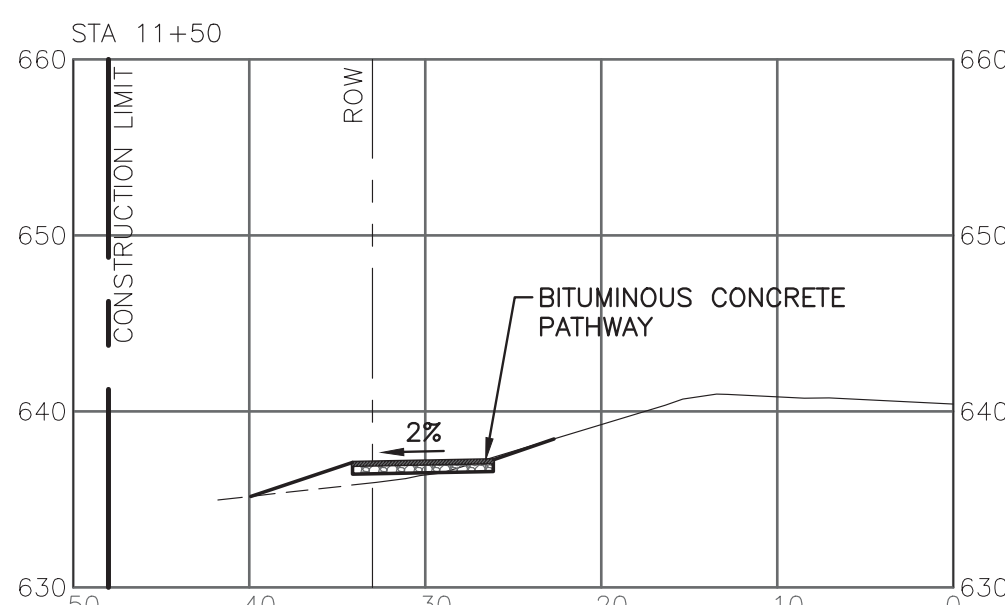
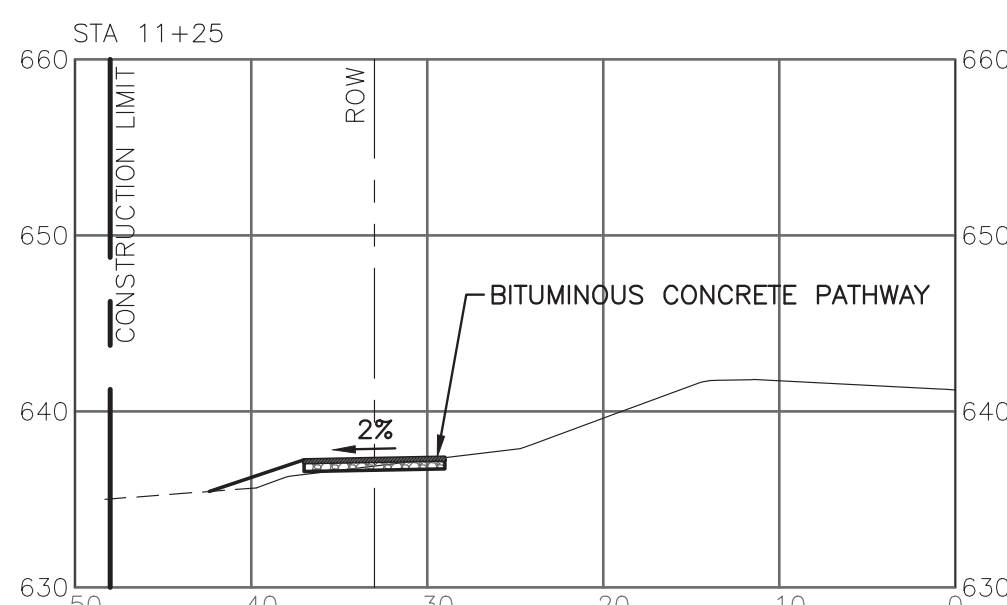
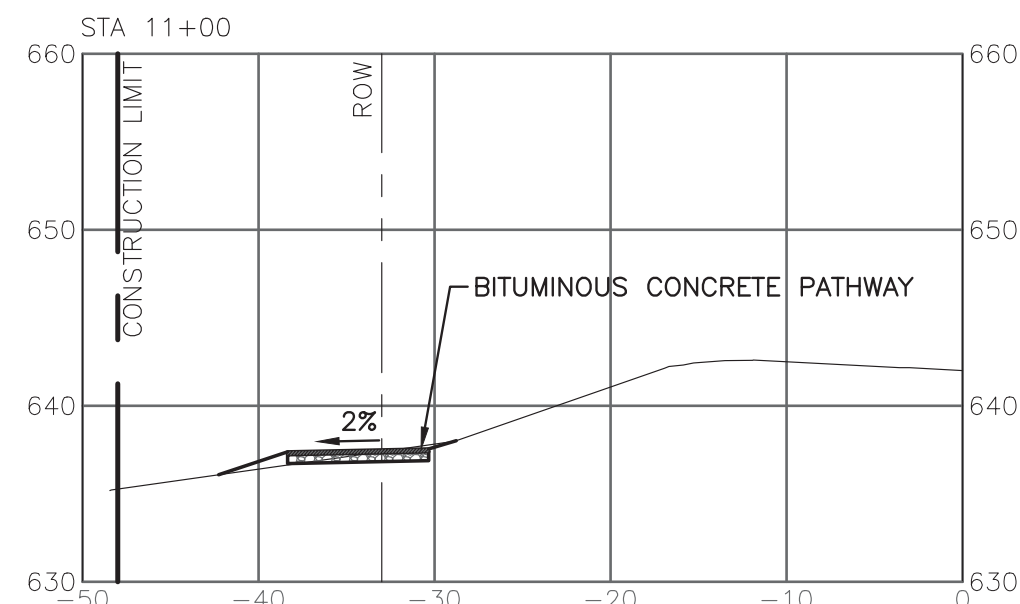
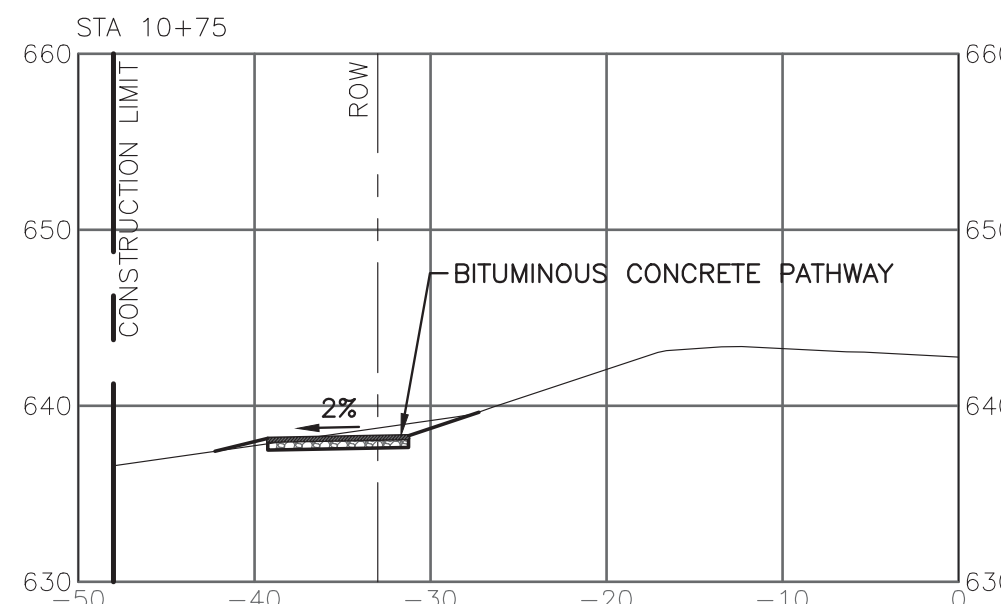
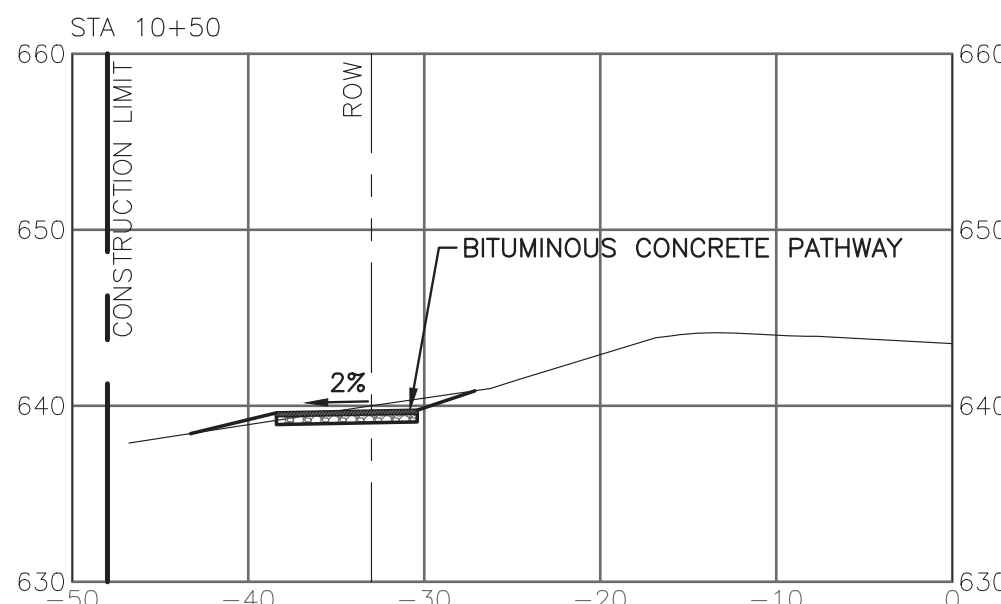
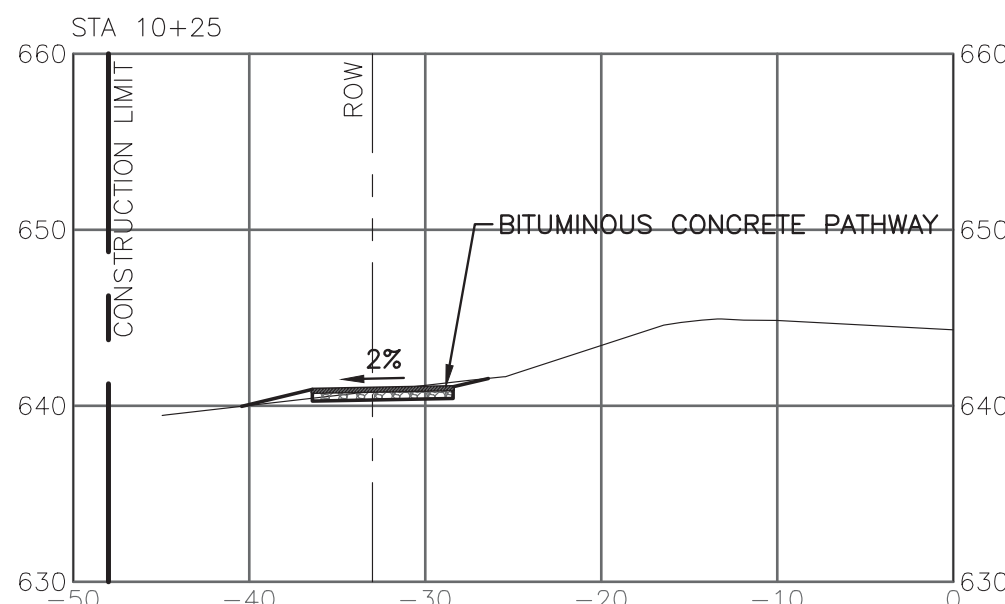
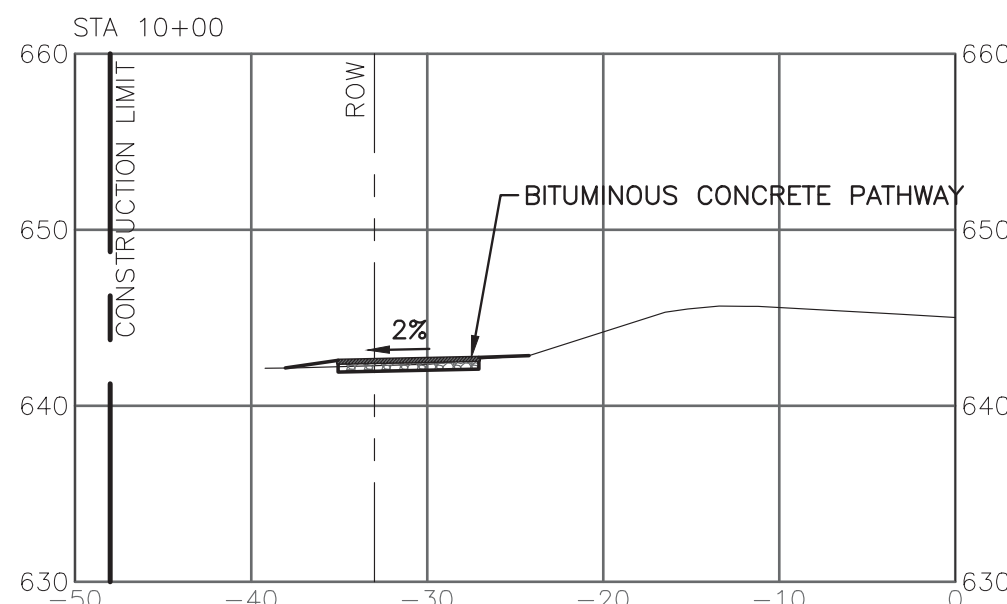
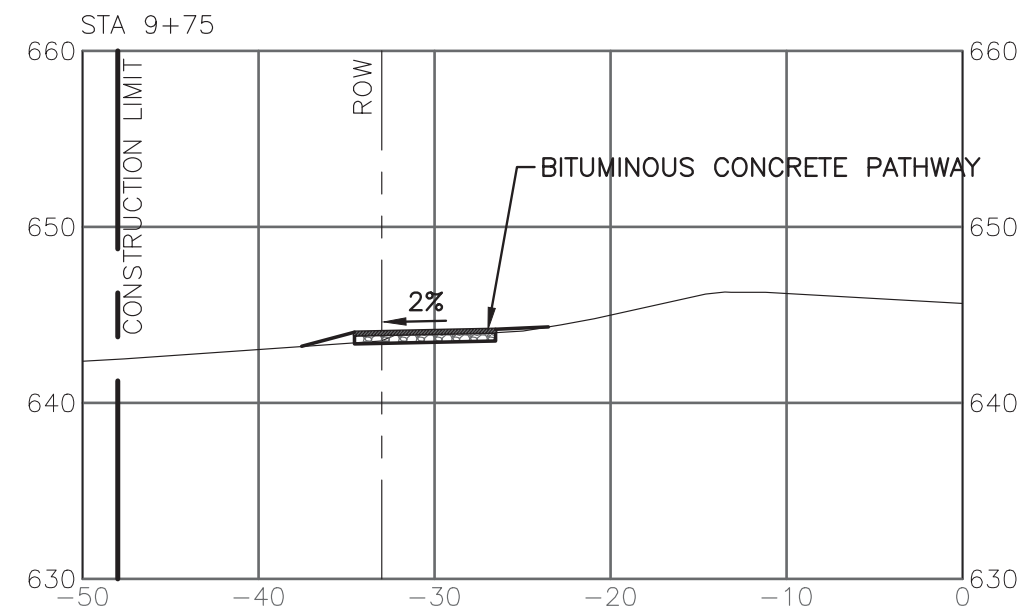
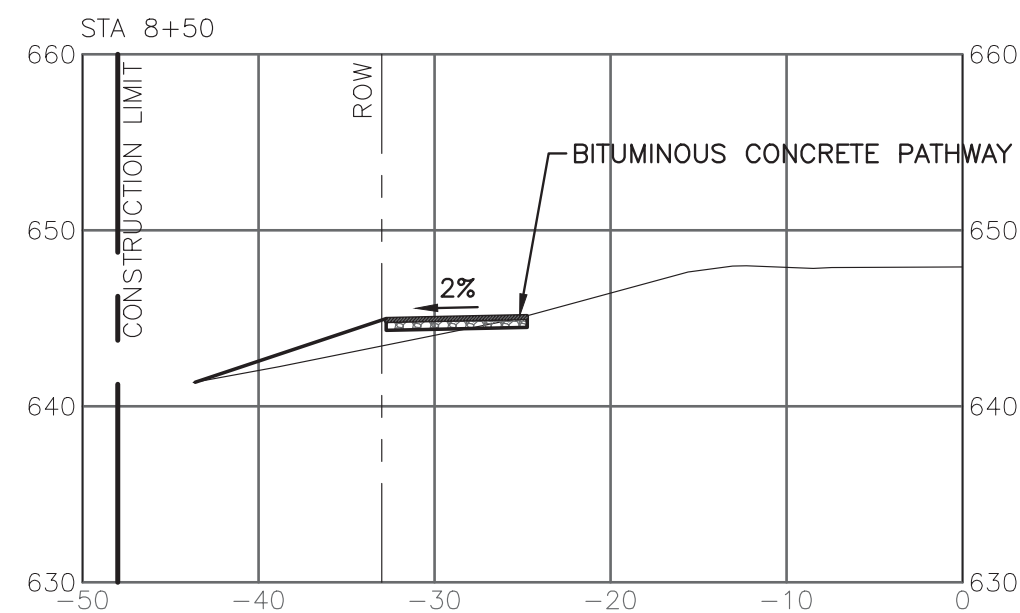
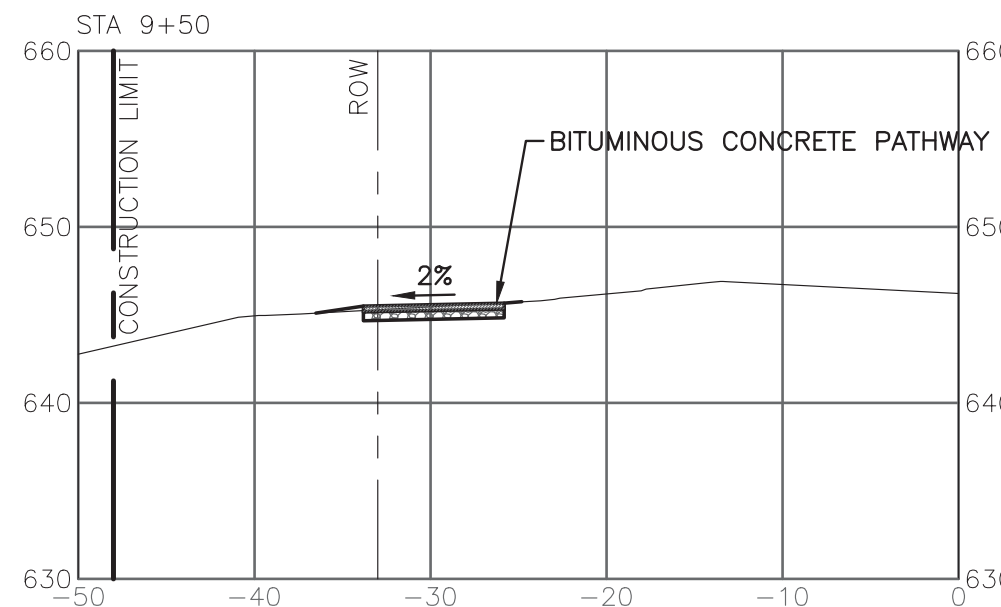
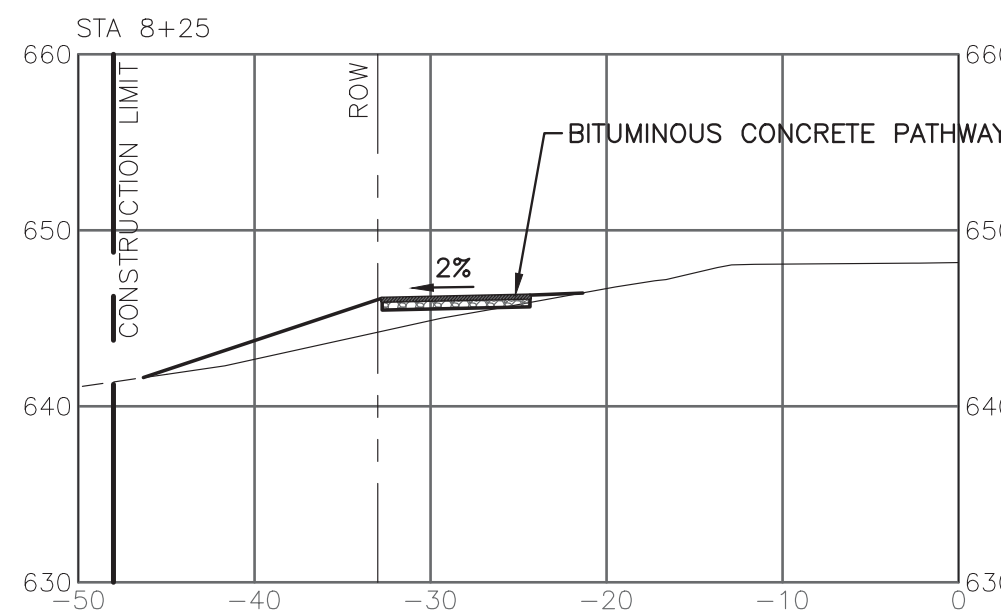
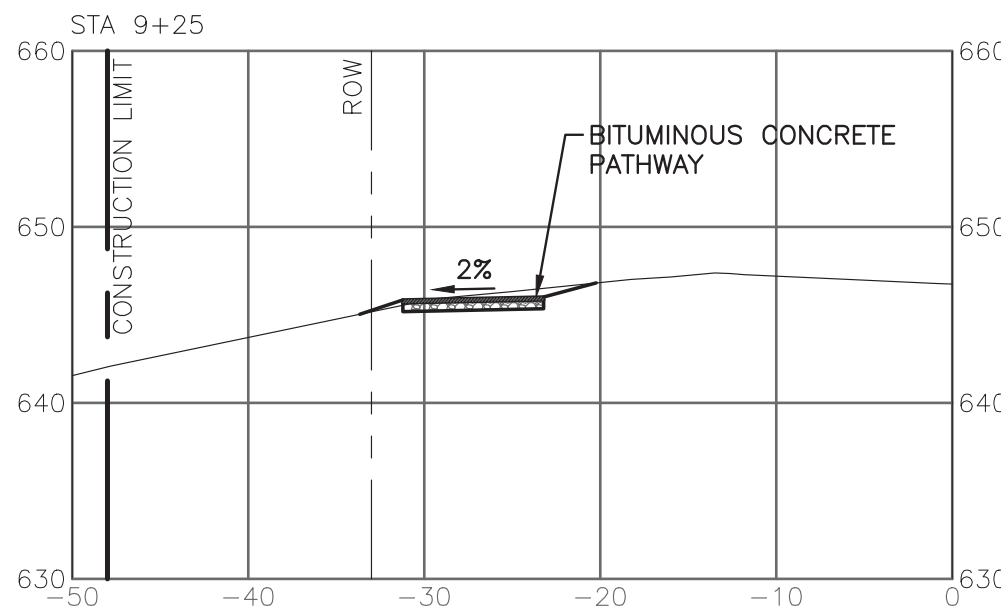
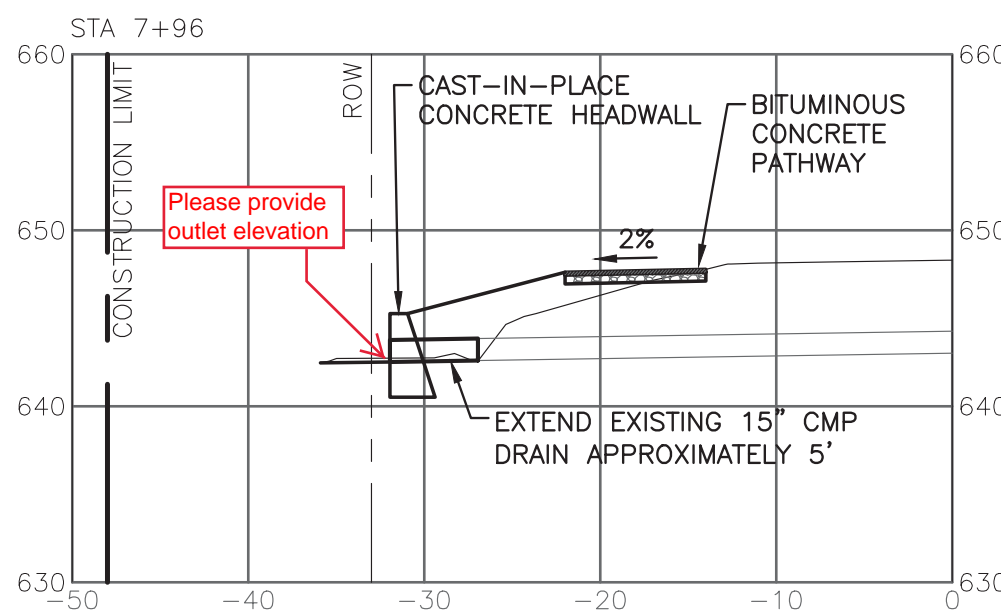
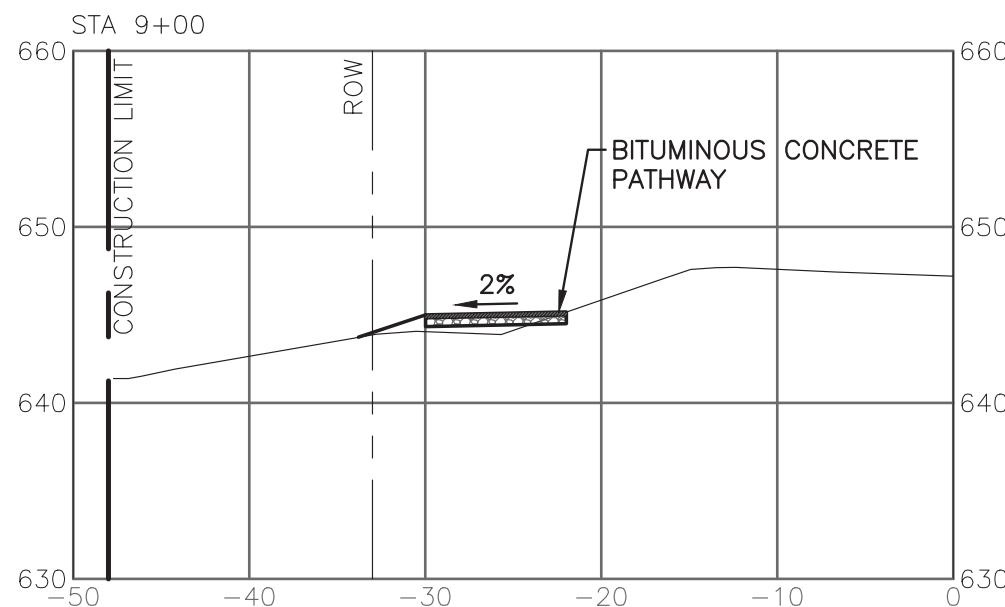
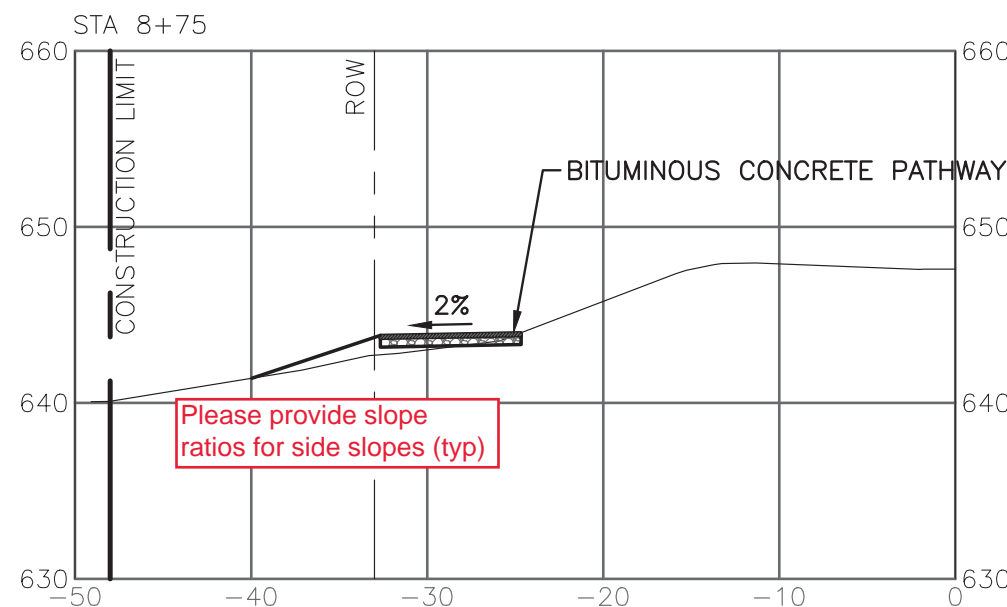
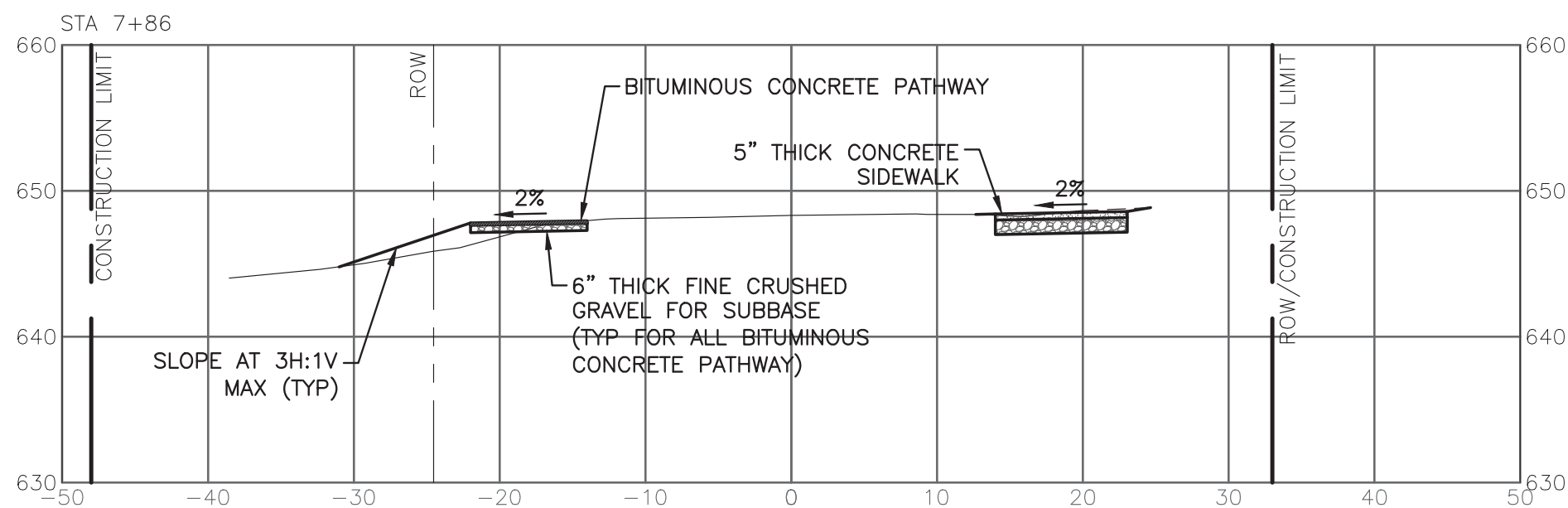
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CROSS SECTIONS  
STA 7+85 TO 14+75

ARLINGTON, VERMONT

Project #	7180011
Project Mgr.	C.M.HASKINS
Design by	C.M.HASKINS
Drawn by	C.M.HASKINS
Reviewed by	T.P.KNAPP
Approved by	C.M.HASKINS
Date	AUGUST 30, 2018
Scale	AS SHOWN

SHEET 7 OF 11



1. ELEVATION  
MAY VARY

1. ELEVATIONS ARE PROVIDED FOR REFERENCE ONLY. FINAL ELEVATIONS MAY VARY AS NECESSARY TO MAINTAIN POSITIVE DRAINAGE OFF SIDEWALK, WALKWAY/STEP CONNECTIONS, 3:1 MAX SIDE SLOPES AND COMPLIANCE OF ALL SIDEWALK IMPROVEMENTS WITH AMERICAN DISABILITIES ACT REQUIREMENTS, VERMONT AGENCY OF TRANSPORTATION (VAOT) STANDARD SPECIFICATIONS FOR CONSTRUCTION AND VAOT STANDARD DRAWINGS, LATEST VERSIONS.

CONCEPTUAL  
DESIGN  
NOT FOR CONSTRUCTION

SCALE: H- 1"=10'  
V- 1"=10'

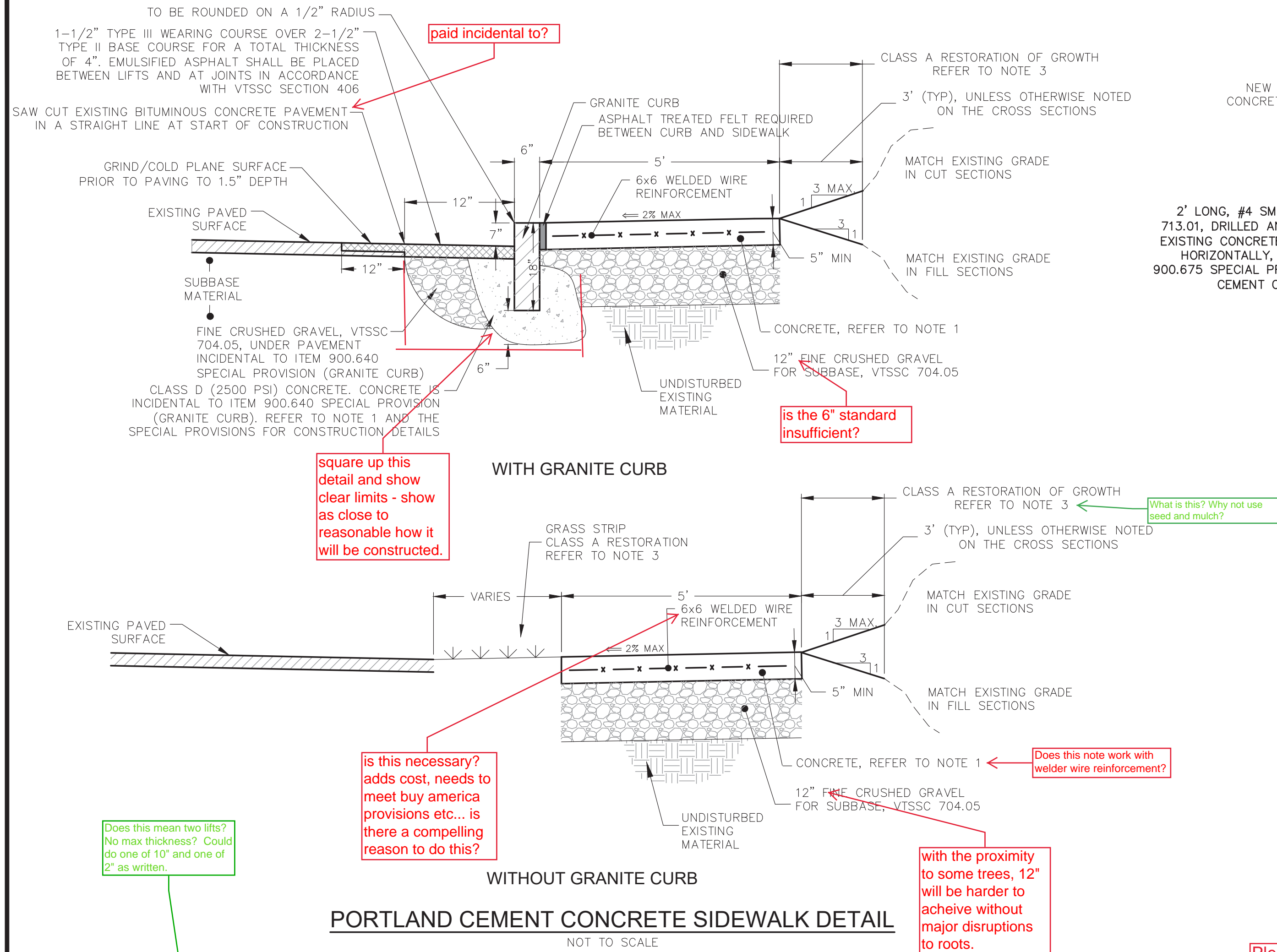
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$$V: 1''=10^2$$

H:  $1'' = 10'$





Does this mean two lifts? No max thickness? Could do one of 10" and one of 2" as written.

is this necessary? adds cost, needs to meet buy america provisions etc... is there a compelling reason to do this?

square up this detail and show clear limits - show as close to reasonable how it will be constructed.

WITH GRANITE CURB

WITHOUT GRANITE CURB

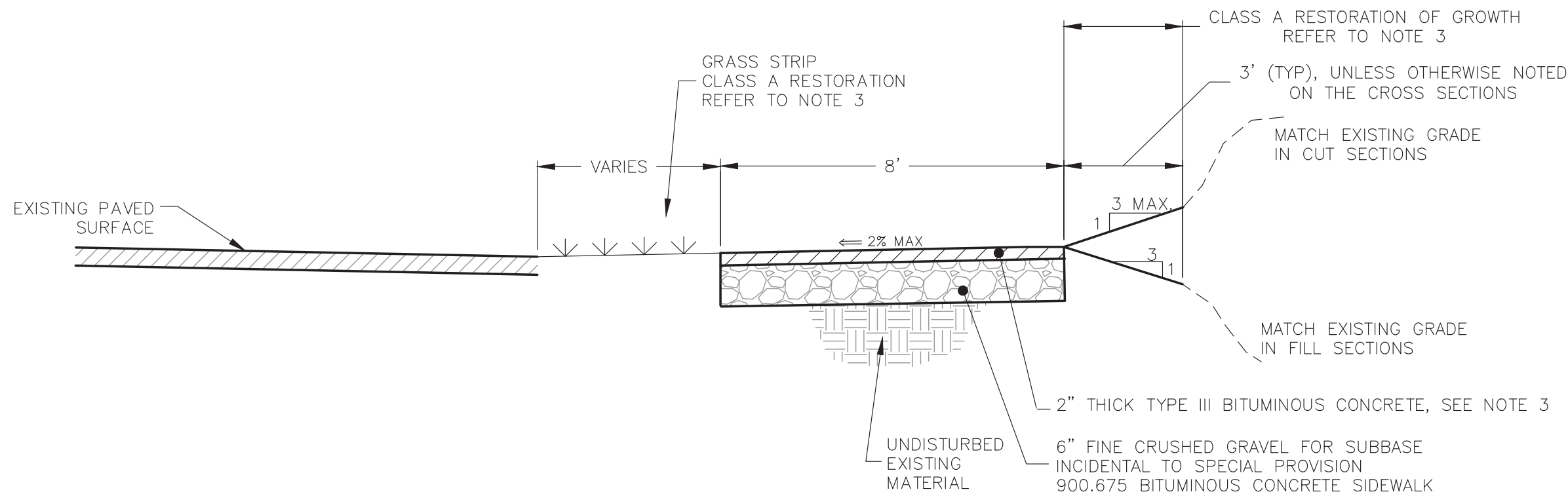
### PORTLAND CEMENT CONCRETE SIDEWALK DETAIL

NOT TO SCALE

#### NOTES:

- REFER TO SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION ON CONCRETE SIDEWALK AND GRANITE CURB. IN AREAS WHERE MARBLE INLAY IS SPECIFIED, MARBLE SLAB PIECES SHALL BE SET INTO THE CONCRETE SIDEWALK. REFER TO SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
- TWO SECTIONS OF FINE CRUSHED GRAVEL ARE ACCEPTABLE FOR INITIAL CURB INSTALLATION AND LEVELING PRIOR TO THE CONCRETE PROVIDED THE TWO SECTIONS OF GRAVEL DO NOT EXCEED 10% OF THE CURB LENGTH.
- RESTORE ALL DISTURBED GRASS AREAS TO CLASS A RESTORATION, PER SPECIAL PROVISION (CLASS A RESTORATION OF GROWTH).
- SAW CUTTING AND GRINDING/COLD PLANING IS INCIDENTAL TO PAY ITEM 406.25.
- CLEAN SURFACES AND TACK COAT EDGES OF EXISTING PAVEMENT PRIOR TO PLACING NEW PAVEMENT. THIS WORK SHALL BE INCIDENTAL TO ITEM 406.25.
- ALL CONCRETE SIDEWALK SHALL BE 5 FEET WIDE, UNLESS OTHERWISE NOTED ON THE PLANS.
- REFER TO CROSS SECTIONS ON SHEETS C5 AND C6 FOR PROPOSED SIDEWALK ELEVATION INFORMATION.
- IN ALL AREAS WHERE NEW CONCRETE SIDEWALK ABUTS EXISTING SIDEWALK, THE NEW SIDEWALK SHALL BE PINNED TO THE EXISTING SIDEWALK. REFER TO JOINT DETAIL A ON THIS SHEET. THIS WORK SHALL BE INCIDENTAL TO ITEM 900.675 SPECIAL PROVISION (PORTLAND CEMENT CONCRETE SIDEWALK, 5-INCH) AND ITEM 900.675 SPECIAL PROVISION (PORTLAND CEMENT CONCRETE SIDEWALK, 8-INCH).
- DRIVEWAY PAVEMENT RESTORATION (3" THICK) SHALL BE DONE IN 2 LIFTS OF 1.5" TYPE III WEARING COURSE.

include pay item number here



#### NOTES:

- REFER TO SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION ON BITUMINOUS CONCRETE PATHWAY.
- RESTORE ALL DISTURBED GRASS AREAS TO CLASS A RESTORATION, PER SPECIAL PROVISION (CLASS A RESTORATION OF GROWTH).
- WHEREVER THE BITUMINOUS CONCRETE PATHWAY CROSSES A DRIVEWAY, THE PAVEMENT THICKNESS SHALL BE INCREASED TO 3". DRIVEWAY CROSSINGS AND DRIVEWAY PAVEMENT RESTORATION (3" THICK) SHALL BE DONE IN 2 LIFTS OF 1.5" TYPE III WEARING COURSE.
- EXISTING PAVEMENT RESTORATION AT DRIVEWAYS SHALL BE PERFORMED AS DESCRIBED IN THE PORTLAND CEMENT CONCRETE SIDEWALK DETAIL.
- SAW CUTTING AND GRINDING/COLD PLANING IS INCIDENTAL TO PAY ITEM 406.25.
- CLEAN SURFACES AND TACK COAT EDGES OF EXISTING PAVEMENT PRIOR TO PLACING NEW PAVEMENT. THIS WORK SHALL BE INCIDENTAL TO ITEM 406.25.
- PAYMENT FOR BITUMINOUS CONCRETE PAVEMENT ON PATHWAY SHALL BE PAID FOR UNDER SPECIAL PROVISION 900.675, BITUMINOUS CONCRETE PATHWAY.
- PAVEMENT PLACED IN STREETS OR IN DRIVES SHALL BE PAID FOR UNDER PAY ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT.
- ALL BITUMINOUS CONCRETE PATHWAY SHALL BE 8 FEET WIDE, UNLESS OTHERWISE NOTED ON THE PLANS.
- REFER TO CROSS SECTIONS ON SHEETS C5 AND C6 FOR PROPOSED PATHWAY ELEVATION INFORMATION.

What is this? Why not use seed and mulch?

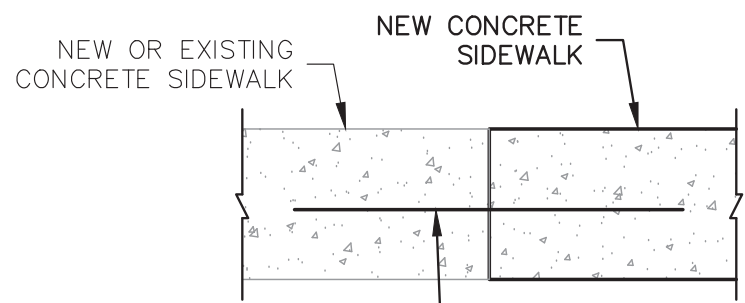
with the proximity to some trees, 12" will be harder to achieve without major disruptions to roots.

Does this note work with welder wire reinforcement?

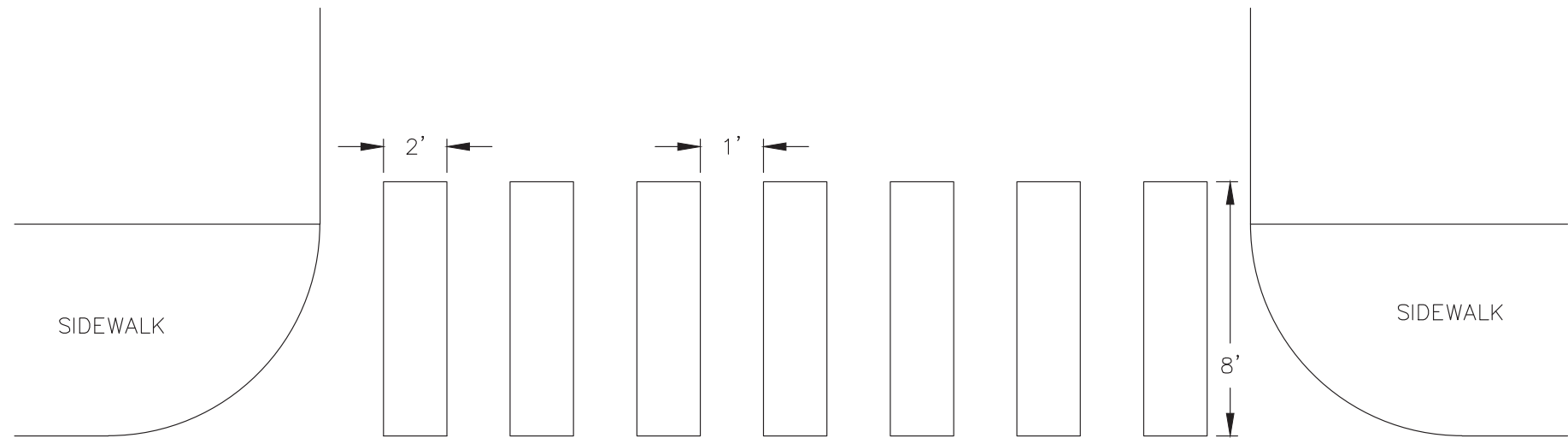
2' LONG, #4 SMOOTH DOWEL, VTSSC 713.01, DRILLED AND GROUTED 1' INTO EXISTING CONCRETE, SPACE EVERY 18" HORIZONTALLY, INCIDENTAL TO ITEM 900.675 SPECIAL PROVISION (PORTLAND CEMENT CONCRETE SIDEWALK)

### JOINT DETAIL A

NOT TO SCALE



how far from outside edge? please be more specific



### BLOCK PATTERN CROSSWALK

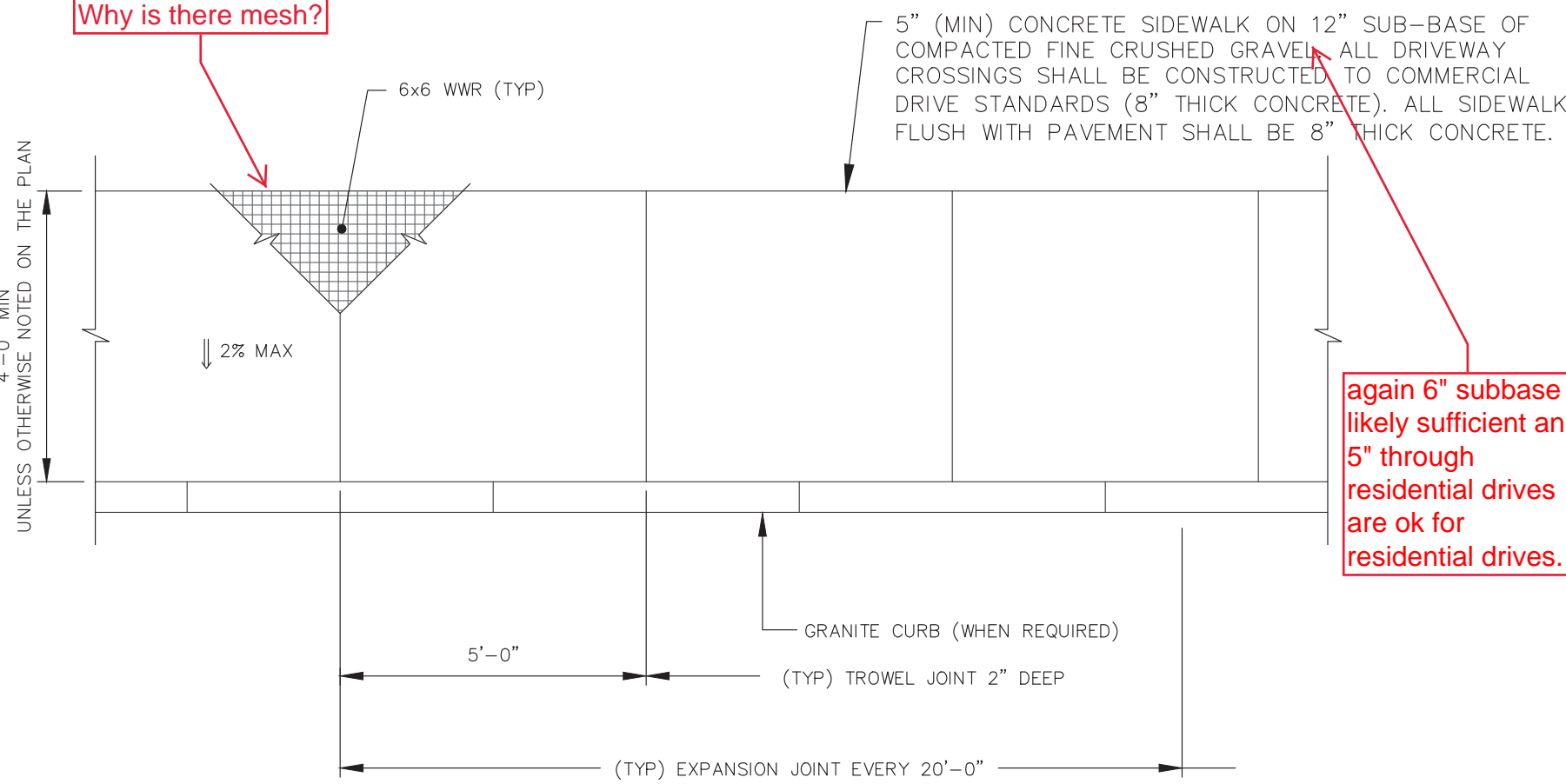
NOT TO SCALE

#### NOTES:

- THE BAR SPACING SHOULD AVOID WHEEL PATHS.
- CROSSWALK SHOULD BE PLACED AS CLOSE TO PERPENDICULAR (TO THE ROAD) AS POSSIBLE, UNLESS OTHERWISE SHOWN ON THE PLANS.
- MARK LIGHT STRING LINE ON PAVEMENT ACROSS ROADWAY (CURB TO CURB).
- ESTABLISH THE CENTER LINE OF THE ROADWAY (DOUBLE YELLOW LINE OR LANE LINE).
- BLOCKS SHALL BE PARALLEL TO THE CENTER LINE (DOUBLE YELLOW LINE OR LANE LINE).
- PAINTED BLOCKS ARE 24 INCHES WIDE, WHITE DURABLE MARKING.

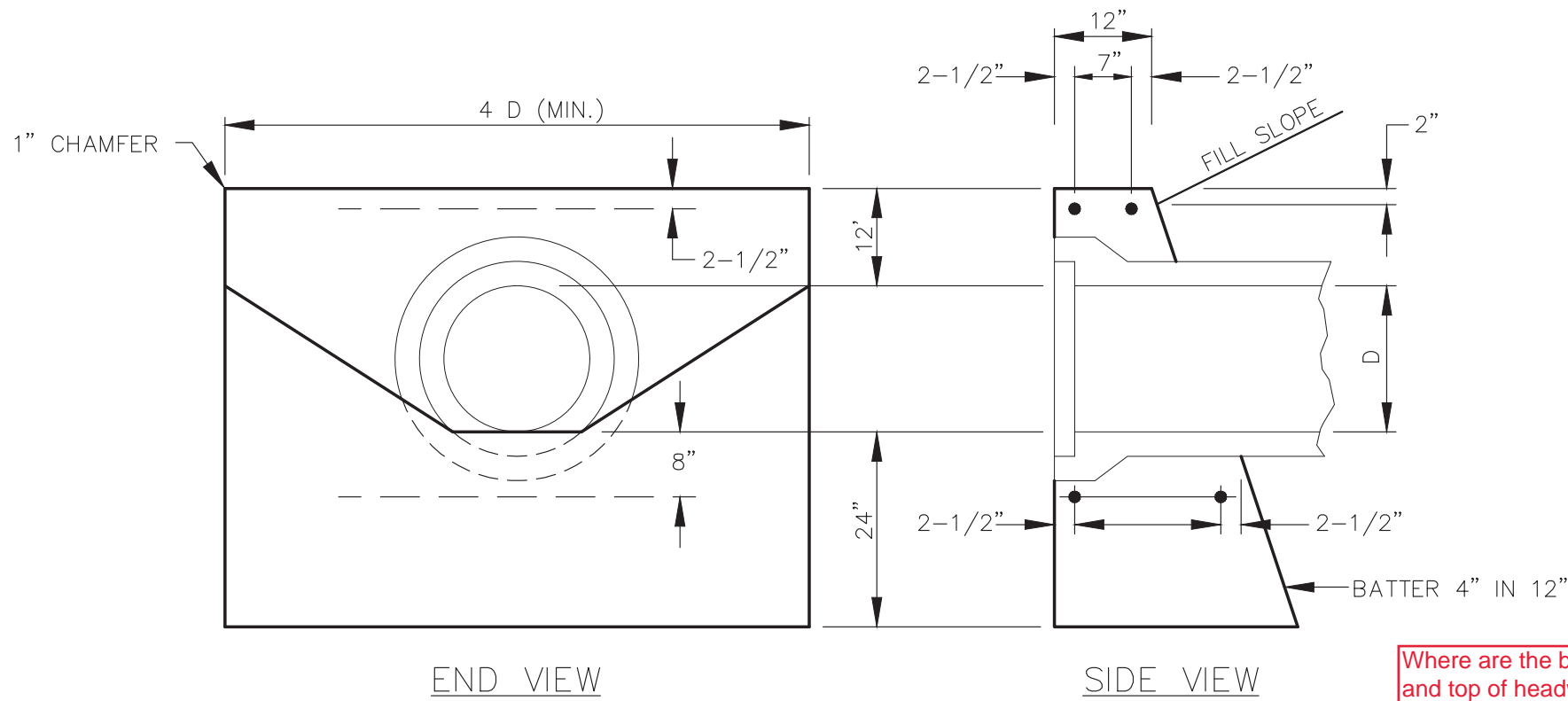
Why is there mesh?

5'



### TYPICAL CONCRETE WALK PLAN DETAIL

NOT TO SCALE



#### QUANTITY SCHEDULE FOR REINFORCED CONCRETE HEADWALL, CLASS B

PIPE DIAMETER	12"	15"	18"	24"	30"	36"	42"	48"	54"	60"
CONCRETE QUANTITY	1.0	1.3	1.8	2.7	3.5	4.9	6.4	8.0	10.0	12.3

#### STEEL SCHEDULE FOR REINFORCED CONCRETE HEADWALL

PIPE DIAMETER	12"	15"	18"	24"	30"	36"	42"	48"	54"	60"
NUMBER	4	4	4	4	4	4	4	4	4	4
LENGTH OF BARS	3'-0"	3'-0"	3'-0"	3'-0"	4'-0"	4'-0"	5'-0"	5'-0"	6'-0"	6'-0"

### REINFORCED CONCRETE HEADWALL DETAIL

NOT TO SCALE

#### NOTES:

- REFER TO SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
- CONCRETE QUANTITIES LISTED IN THE TABLE ARE ESTIMATES ONLY AND EXCLUDE PIPE DIAMETERS FOR 30" AND LARGER.
- ALL REINFORCING STEEL SHALL BE 5/8" DIAMETER DEFORMED BARS.

CONCEPTUAL  
DESIGN  
NOT FOR CONSTRUCTION



DUFRESNE GROUP  
CONSULTING ENGINEERS

56 Main Street, Suite 200  
Springfield, Vermont 05156  
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REVISIONS	DATE	COMMENTS	BY						

RECREATION PARK PEDESTRIAN ACCESS  
ARLINGTON STP BP17(12)

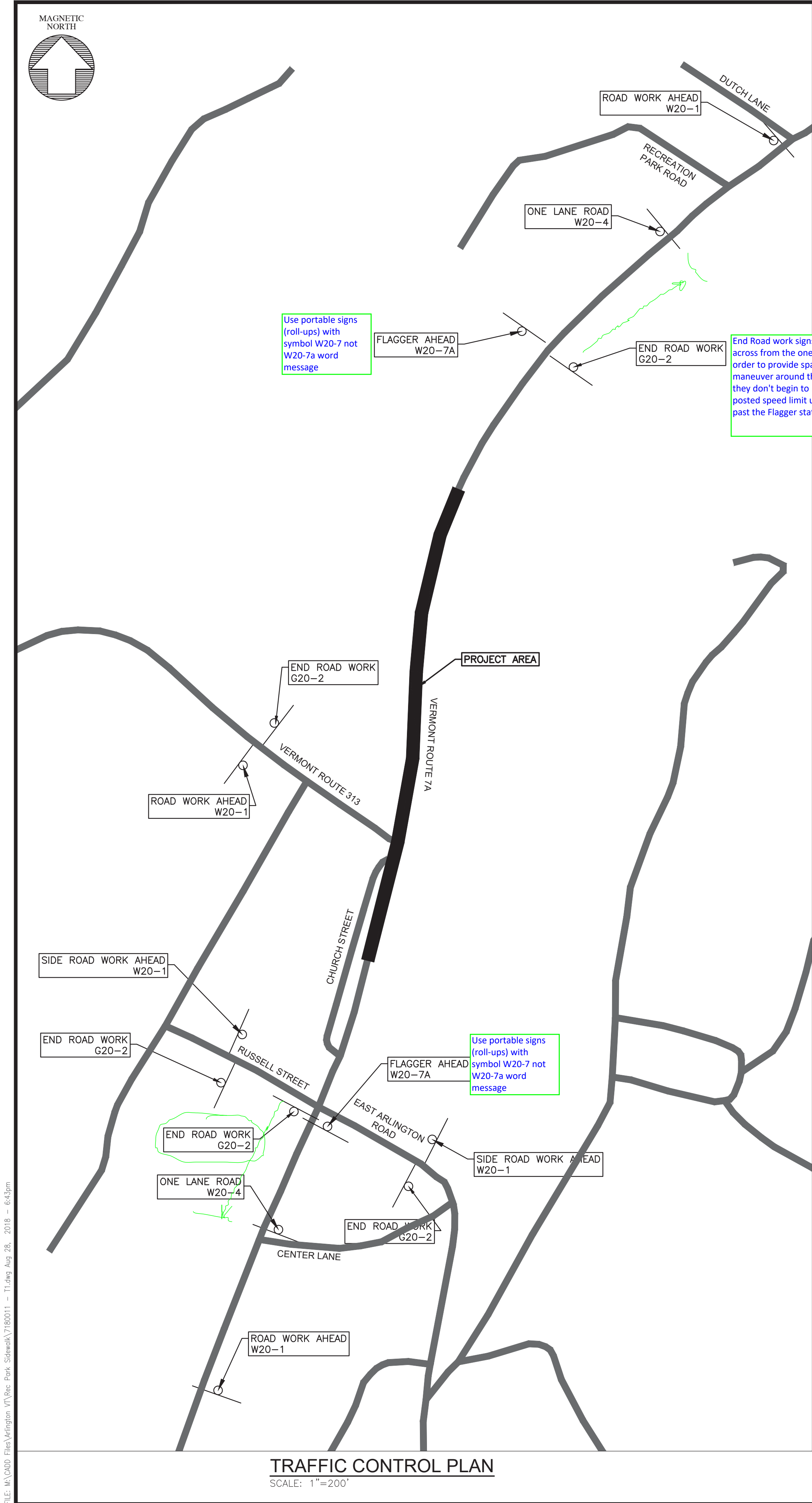
TYPICAL DETAILS

ARLINGTON, VERMONT

Project #	7180011
Project Mgr.	C.M.HASKINS
Design by	C.M.HASKINS
Drawn by	C.M.HASKINS
Reviewed by	T.P.KNAPP
Approved by	C.M.HASKINS
Date	AUGUST 30, 2018
Scale	AS SHOWN

C7





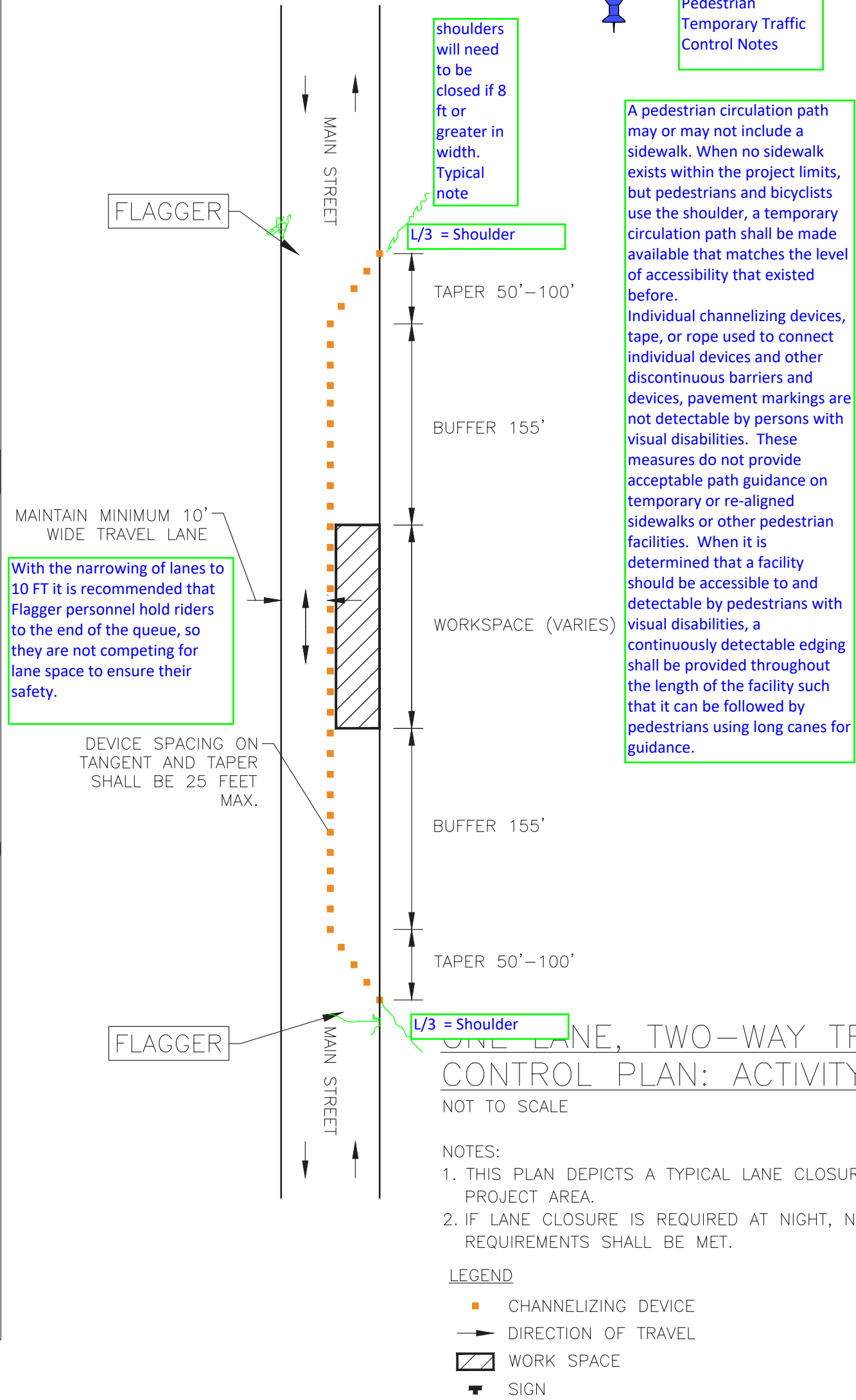
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GENERAL TRAFFIC CONTROL NOTES:

- REFER TO VAOT TRAFFIC CONTROL STANDARD DRAWINGS FOR ADDITIONAL INFORMATION.
- CONTRACTOR SHALL MAINTAIN AT LEAST ONE LANE OPEN TO TRAFFIC AT ALL TIMES. CONTRACTOR SHALL MINIMIZE IMPACTS TO AUTOMOBILE AND PEDESTRIAN TRAFFIC. CONTRACTOR SHALL PROVIDE ACCESS TO ALL PROPERTIES THROUGHOUT THE PROJECT DURATION. THE ONLY EXCEPTION SHALL BE DURING INDIVIDUAL DRIVE SIDEWALK CONSTRUCTION. PEDESTRIAN DETOURS SHALL BE IMPLEMENTED AT ALL TIMES THAT EXISTING PEDESTRIAN FACILITIES ARE OBSTRUCTED (REFER TO PEDESTRIAN TEMPORARY TRAFFIC CONTROL NOTES ON THIS SHEET). CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN, FLAGGER SCHEDULE AND A TRAFFIC AND PEDESTRIAN SIGN PACKAGE FOR APPROVAL A MINIMUM OF 14 DAYS PRIOR TO MOBILIZATION. ALL CONSTRUCTION SIGNAGE SHALL COMPLY WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION. REFER TO PEDESTRIAN TEMPORARY TRAFFIC CONTROL NOTES, THIS SHEET, FOR ADDITIONAL REQUIREMENTS. ALL TRAFFIC CONTROL AND PEDESTRIAN TRAFFIC CONTROL SHALL BE INCLUDED UNDER ITEM 641.10.
- ALL TEMPORARY CONSTRUCTION SIGNS SHALL MEET AND BE INSTALLED TO VAOT STANDARDS. SIGNS AND BARRIERS SHALL CONFORM TO THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), CURRENT EDITION, CHAPTER 6F.
- TEMPORARY CONSTRUCTION SIGNS SHALL REMAIN IN PLACE FOR THE DURATION OF THE PROJECT.
- SIGN LOCATIONS ARE SHOWN BASED ON DESIRABLE MINIMUM DISTANCES. FIELD CONDITIONS SHALL CONTROL THE ACTUAL PLACEMENT OF CONSTRUCTION SIGNS. SEE VTRANS STANDARD T-10 FOR ADDITIONAL SIGN PLACEMENT DETAILS. PROPOSED CONSTRUCTION SIGNS SHALL NOT INTERFERE WITH THE SIGHT LINES TO EXISTING SIGNS. PROPOSED SIGNS SHALL BE LOCATED A MINIMUM OF 100 FEET FROM THE NEAREST EXISTING OR PROPOSED SIGN. EXACT SIGN LOCATIONS SHALL BE APPROVED BY THE FIELD ENGINEER.
- CONSTRUCTION SIGNING AND ALL TEMPORARY TRAFFIC CONTROL MEASURES SHALL IN ACCORDANCE WITH SECTION 6 OF THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
- CONSTRUCTION SIGNS SHALL BE IN NEW OR LIKE-NEW CONDITION ~~PER VTRANS STANDARD~~ **such as?**
- ALL CONSTRUCTION SIGNS SHALL BE 48" BY 48", WHICH THE EXCEPTION OF G20-2A SIGNS WHICH SHALL BE 48" BY 24". SIGNS SHALL BE BLACK LETTERING ON FLUORESCENT ORANGE BACKGROUND.
- PAYMENT FOR THE INSTALLATION, MAINTENANCE, AND REMOVAL OF ALL CONSTRUCTION SIGNING WILL BE MADE UNDER 941.10 ~~TRAFFIC CONTROL~~ **641.11?**
- THE CONTRACTOR SHALL COVER OR REMOVE ANY SIGNS THAT CONTRADICT TEMPORARY TRAFFIC CONTROL SIGNS. ALL SIGNS REMOVED OR COVERED BY THE CONTRACTOR SHALL BE REPLACED OR UNCOVERED BY THE CONTRACTOR WHEN THIS TRAFFIC CONTROL PLAN IS DISASSEMBLED. PAYMENT FOR THIS WORK SHALL BE ~~CONSIDERED INCIDENTAL TO 641.10 TRAFFIC CONTROL~~ **641.11?**
- LANE CLOSURES MAY BE REQUIRED THROUGHOUT CONSTRUCTION. ALL LANE CLOSURES SHALL BE COORDINATED WITH THE VILLAGE HIGHWAY FOREMAN **State highway, so should this be the District?** A MINIMUM OF 48 HOURS PRIOR TO THE CLOSURE.
- FLAGGER CONTROL SHALL CONFORM TO MUTCD CHAPTER 6E AND THE CONTRACT SPECIFICATIONS.
- THE CONTRACTOR SHALL SUBMIT SITE SPECIFIC TRAFFIC CONTROL PLANS FOR ALL PHASES OF WORK TO BE APPROVED BY THE FIELD ENGINEER. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCIDENTAL TO 641.10 TRAFFIC CONTROL.
- THE CONTRACTOR SHALL PROVIDE ACCESS THROUGH THE WORK ZONE FOR EMERGENCY VEHICLES AT ALL TIMES ~~OR COORDINATE EMERGENCY ROUTES~~.
- ACCOMMODATIONS FOR POSTAL DELIVERIES, NEWSPAPER ROUTES, TRASH SERVICES AND/OR OTHER DELIVERY SERVICES INTERRUPTED BY THE PROJECT OR DETOUR SHALL BE COMMUNICATED WITH THE PROPER CONTACTS BY THE CONTRACTOR PRIOR TO START OF CONSTRUCTION.
- BICYCLE ACCOMMODATIONS SHALL BE IMPLEMENTED TO ENSURE THAT OBSTACLES, EQUIPMENT, CONSTRUCTION MATERIALS, TRAFFIC CONTROL DEVICES, ETC. DO NOT ENCROACH INTO BICYCLE PATH OF TRAVEL. IT IS IMPORTANT THAT BICYCLE ROUTES ARE CLEAR OF RUTS AND DEBRIS.
- WHEN SCHOOL IS IN SESSION CONTRACTOR SHALL COORDINATE BUS STOP LOCATIONS WITH LOCAL SCHOOL TRANSPORTATION COORDINATOR. ADDITIONAL FLAGGERS WILL BE NECESSARY AT THESE LOCATIONS DURING TYPICAL MORNING PICK-UP AND AFTERNOON DROP-OFF PERIODS WHILE WORK IS PERFORMED IN THESE AREAS.

PEDESTRIAN TEMPORARY TRAFFIC CONTROL NOTES:

- 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 MUTCD, PART 6. ADVANCED NOTICE OF SIDEWALK CLOSURE IS REQUIRED AND SHALL BE PROVIDED BY THE CONTRACTOR.
- PEDESTRIAN ACCESS SHALL BE PROVIDED TO ALL ADJACENT PROPERTIES, BUILDINGS, RESIDENCES AND COMMERCIAL PROPERTIES AT ALL TIMES. THIS MAY INCLUDE TEMPORARY WALKWAYS SPANNING THE CONSTRUCTION AREA.
- IF SIDEWALKS ARE CLOSED, AN ADA COMPLIANT TEMPORARY PEDESTRIAN ACCESS ROUTE (TPAR) SHALL BE PROVIDED ON THE SAME SIDE OF THE ROAD AS THE CLOSED SIDEWALK. 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 SHOULD BE PROVIDED AT LEAST EVERY 200 FEET. THE SURFACE OF THE TPAR SHALL BE SMOOTH AND CONTINUOUS 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.
- IF THE TPAR IS ADJACENT TO MOVING TRAFFIC, CONSTRUCTION OPERATIONS/EQUIPMENT, OR DROP-OFFS, THEN CRASH WORTHY CHANNELIZING DEVICES THAT MEET THE REQUIREMENTS OF THE MUTCD SHALL BE USED.
- THE CONTRACTOR SHALL NOT STORE OR PLACE ANY CONSTRUCTION MATERIALS, EQUIPMENT OR SIGNS IN THE PEDESTRIAN PATH OF TRAVEL.
- THE CONTRACTOR'S OPERATIONS SHALL NOT OCCUPY SIDEWALKS EXCEPT WHERE PROPER PROTECTION AND A TPAR HAVE BEEN PROVIDED.
- THE CONTRACTOR SHALL PROVIDE A SITE SPECIFIC TEMPORARY PEDESTRIAN TRAFFIC CONTROL PLAN FOR REVIEW AND WRITTEN APPROVAL A MINIMUM OF 10 DAYS BEFORE SUCH PLAN IS IMPLEMENTED. THIS PLAN SHALL DETAIL THE CONSTRUCTION PHASING, 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.
- ALL ELEMENTS OF ANY TPAR SHALL BE PAID INCIDENTAL TO 641.10 TRAFFIC CONTROL.



Bicyclist should not be forced to dismount;  
Cyclist should not be diverted to the opposite side of the roadway  
The management of temporary facilities should be given sufficient attention. It is important that cyclist's routes are free of ruts, sand and mud to prevent cyclist's crashes.  
Per the VTrans Bicycle Corridor Priority Map that VT 7A in Arlington is considered a high use/priority route.

The contractor shall provide access through the work zone for emergency vehicles or coordinate emergency routes prior to the start of construction.

If school is in session, school bus stop accommodations are required. Locations shall be coordinated with the local school transportation coordinator. Additional Flaggers will be stationed at these locations during typical morning pick-up and afternoon drop-off time periods while work is performing in these areas.

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

The contractor shall provide access through the work zone for emergency vehicles or coordinate emergency routes prior to the start of construction.

CONCEPTUAL  
DESIGN  
NOT FOR CONSTRUCTION



DUFRESNE GROUP  
CONSULTING ENGINEERS

56 Main Street, Suite 200  
Springfield, Vermont 05156  
E-mail: info@dufresnegroup.com  
Web: www.dufresnegroup.com

Windsor, VT • Tel: (802) 674-2904 Fax: (802) 674-2913  
Barre, VT • Tel: (802) 479-3699  
St. Johnsbury, VT • Tel: (802) 748-8605  
Manchester, VT • Tel: (802) 768-8291

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RECREATION PARK PEDESTRIAN ACCESS  
ARLINGTON STP BP17(12)

TRAFFIC CONTROL PLAN

ARLINGTON, VERMONT

Project #	7180011
Project Mgr.	C.M.HASKINS
Design by	C.M.HASKINS
Drawn by	C.M.HASKINS
Reviewed by	T.P.KNAPP
Approved by	C.M.HASKINS
Date	AUGUST 30, 2018
Scale	AS SHOWN

T1

SHEET 9 OF 11



There doesn't appear to be an item for extending the CMP and RCP drainage pipes.

CONSTRUCTION COST ESTIMATE  
RECREATION PARK PEDESTRIAN ACCESS  
ARLINGTON, VERMONT  
August 30, 2018

Item Number	Item Description	Quantity	Unit	Unit Price	Total Price
201.10	Clearing and Grubbing	1	LS	\$ 5,000.00	\$ 5,000.00
203.30	Earth Borrow	75	CY	\$ 45.00	\$ 3,375.00
301.26	Subbase of Crushed Gravel, Fine Graded	10	CY	\$ 40.00	\$ 400.00
401.10	Aggregate Surface Course	14	CY	\$ 50.00	\$ 700.00
406.25	Bituminous Concrete Pavement	135	TON	\$ 150.00	\$ 20,250.00
618.30	Detectable Warning Surface	60	SF	\$ 45.00	\$ 2,700.00
635.11	Mobilization/Demobilization	1	LS	\$ 35,885.00	\$ 35,885.00
641.11	Traffic Control, All-Inclusive	1	LS	\$ 24,000.00	\$ 24,000.00
646.500	Durable Crosswalk Marking	24	LF	\$ 30.00	\$ 720.00
656.85	Tree Protection	1	LS	\$ 1,000.00	\$ 1,000.00
675.50	Removing Signs	2	EA	\$ 125.00	\$ 250.00
675.60	Resetting Signs	2	EA	\$ 200.00	\$ 400.00
900.620	Special Provision (Concrete Headwall)	2	EA	\$ 5,000.00	\$ 10,000.00
900.640	Special Provision (Granite Curb)	306	LF	\$ 45.00	\$ 13,770.00
900.645	Special Provision (Class A Restoration)	1	LS	\$ 10,000.00	\$ 10,000.00
900.645	Special Provision (RRFB System)	1	LS	\$ 8,000.00	\$ 8,000.00
900.675	Special Provision (Bituminous Concrete Pathway)	447	SY	\$ 50.00	\$ 22,350.00
900.675	Special Provision (Portland Cement Concrete Sidewalk - 5 inch)	203	SY	\$ 85.00	\$ 17,255.00
900.675	Special Provision (Portland Cement Concrete Sidewalk - 8 inch)	118	SY	\$ 95.00	\$ 11,210.00
900.675	Special Provision (Portland Cement Concrete Sidewalk w/ Marble Inlay)	222	SY	\$ 400.00	\$ 88,800.00
900.675	Special Provision (Stamped Colored Concrete)	21	SY	\$ 235.00	\$ 4,935.00
SubTotal Construction Cost					\$ 281,000.00
Contingency (15%)					\$ 42,000.00
<b>Total Construction Cost</b>					<b>\$ 323,000.00</b>

add an item # for adjustment of valve boxes

Note: Estimate is based on conceptual plans dated August 30, 2018.

In comparison to the Scoping Study Cost Estimate, the following items have been added and can be removed if necessary:

Curb/Gravel at Arlington Inn	\$ 5,335
Headwalls	\$ 10,000
Increased Pavement at Chem Clean	\$ 7,000
Stamped Concrete Island at Chem Clean	\$ 5,250
<b>TOTAL ESTIMATE OF EXTRAS</b>	<b>\$ 27,585</b>

pricing for standard 5" and 8" sidewalk is low, using special provision items will increase bid prices here also.

Additionally, the cost of marble inlay sidewalk based on industry pricing guides was estimated as \$130/SY in 2016. However, based on research performed during a scoping study in 2017, it was found that contractors' bid prices are averaging \$400/SY for marble inlay sidewalk. This will be further researched and discussed with local contractors.

ALSO SHOULD BE USING 2018 SPEC BOOK, PAY ITEMS AND PRICING ALSO VTRANS PM NEEDS TO UPDATE VPINS

why use special provisions for standard items? sidewalk, granite curb, ? doing this causes uncertainty, confusion, and is unnessecary. please revise with standard items.