

CITY OF BURLINGTON



PROPOSED IMPROVEMENT
BURLINGTON BIKE PATH
REHABILITATION PROJECT
PHASE 3A

CITY OF BURLINGTON
COUNTY OF CHITTENDEN

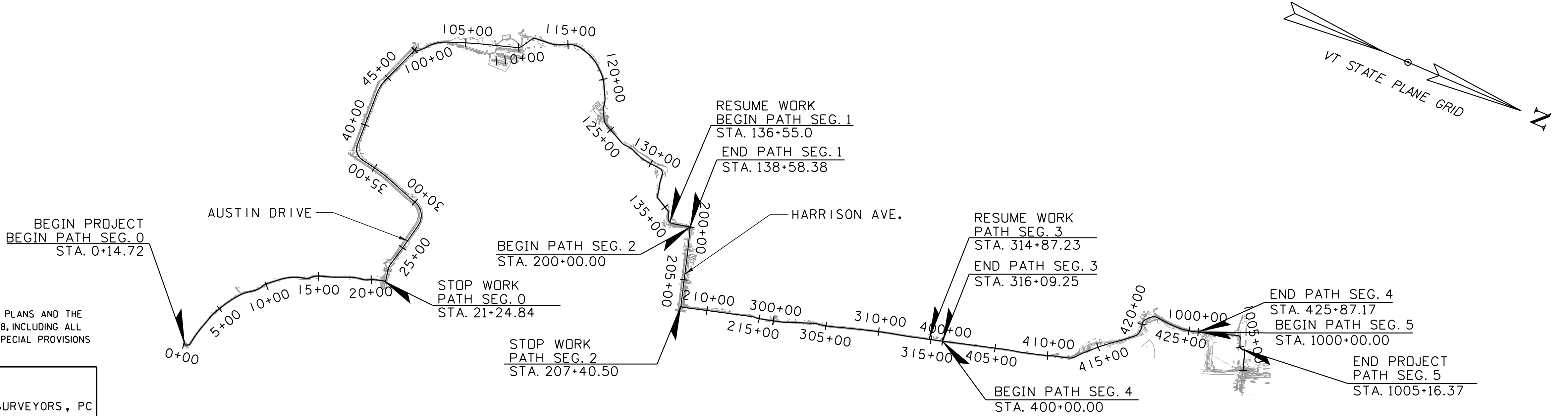
CONTRACT PLANS (100%)
REVISED APRIL 23, 2019

PROJECT LOCATION: LOCATED IN THE COUNTY OF CHITTENDEN, CITY OF BURLINGTON, THE PROJECT RUNS FROM QUEEN CITY PARK ROAD TO AUSTIN DRIVE, FROM PROCTOR PLACE TO THE EAST END OF HARRISON AVENUE, AND FROM THE SOUTH END OF THE RETAINING WALL AT THE BARGE CANAL NORTH TO PERKINS PIER.

PROJECT DESCRIPTION: WORK TO BE PERFORMED INCLUDES REMOVAL OF THE EXISTING PATH PAVEMENT; THE WIDENING AND REPAVING OF THE PATH; INSTALLATION OF PAVEMENT MARKINGS, SIGNS, CONCRETE SIDEWALK RAMPS, AND FENCING; REVETMENT INSTALLATION AND REPAIRS ALONG THE WATERFRONT, AND OTHER INCIDENTAL ITEMS.

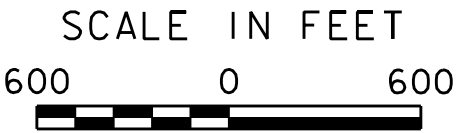
LENGTH OF PROJECT:

SEGMENT 0:	0.40 MILES (2110.2 FEET)
SEGMENT 1 - 2:	0.18 MILES (943.88 FEET)
SEGMENT 3 - 5:	0.73 MILES (3865.56 FEET)
TOTAL:	1.31 MILES (6919.64 FEET)



CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE VTRANS STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2018, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THIS CONTRACT.

SURVEYED BY :	VHB ALDRICH + ELLIOT, PC BUTTON PROFESSIONAL LAND SURVEYORS, PC CROSS CONSULTING ENGINEERS
SURVEYED DATE :	AUGUST 2013, AUG. 2015, SEPTEMBER 2018
DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83 (07)



PROJECT MANAGER :	EVAN P. DETRICK, P.E.
PROJECT NAME :	BURLINGTON BIKE PATH PHASE 3A
PROJECT NUMBER :	58109.00
SHEET	1 OF 72 SHEETS



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ADDITIONAL SYMBOLS

EXIST. STREET LIGHT	
EXISTING SURVEY CONTROL POINTS	
PROP. ORNAMENTAL STREET LIGHT	
FIRE CALL BOX	
PROPOSED TREE	
PROPOSED TREE WITH TREE PIT	
PROPOSED SHRUB	
PROPOSED TREE PIT OR TREE LOCATION	
PROPOSED BRICK PAVERS	
EXIST. STORM DRAIN	
EXIST. SEWER	
EXIST. WATER	
EXIST. GAS	
EXIST. UNDERGROUND TELEPHONE	
PROPOSED DRAINAGE CALLOUT	
FIRE HYDRANT	
PROPOSED PULL BOX	
PROPOSED CONDUIT	
PROPOSED CONDUIT AND SLEEVE	
PROPOSED WATER LINE	
PROPOSED SEWER LINE	
PROPOSED ROOF DRAIN	
PROPOSED STORMWATER TREATMENT PLANTER	
PROPOSED BANNER POLE	
BORING LOCATION	
PROPOSED WAYFINDING SIGN	

VAOT STANDARDS

A-78	3-31-2004	SHARED USE PATH TYPICAL
A-79	3-31-2004	RAIL TRAIL TYPICAL
B-5	6-01-1994	SLOPE GRADING, EMBANKMENTS, MUCK
C-3A	3-10-2008	SIDEWALK RAMPS
E-12I	8-8-1995	STANDARD SIGN PLACEMENT - CONVENTIONAL ROAD
E-193	8-18-1995	PAVEMENT MARKING DETAILS
E-195	6-9-2008	SHARED USE PATH PAVEMENT MARKINGS AND SIGN DETAILS
T-1	4-25-2016	TRAFFIC CONTROL GENERAL NOTES
T-2	4-25-2016	TRAFFIC SIGN GENERAL NOTES
T-10	8-6-2012	CONVENTIONAL ROADS CONSTRUCTION APPROACH SIGNING
T-28	8-6-2012	CONSTRUCTION SIGN DETAILS
T-30	8-6-2012	CONSTRUCTION SIGN DETAILS
T-45	1-2-2013	SQUARE TUBE SIGN POST AND ANCHOR



PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A	
PROJECT NUMBER: 58109.00	
FILE NAME: 58109ind.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P. DETRICK	DRAWN BY: C.K.FORD
DESIGNED BY: B.M.ROBERTS	CHECKED BY: E.P. DETRICK
INDEX OF SHEETS	SHEET 2 OF 72

SYMBOL OGY LEGEND NOTE

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

■	BDNDS	BOUND SET
▣	BDNDS	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

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

CODE	DESCRIPTION
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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

UNDERGROUND UTILITIES

ABOVE GROUND UTILITIES (AERIAL)

PROJECT CONSTRUCTION SYMBOLOGY

— . . — - CZ — . . — - CLEAR ZONE
 _____ PLAN LAYOUT MATCHLINE

	TOP OF CUT SLOPE
	TOE OF FILL SLOPE
	STONE FILL
	BOTTOM OF DITCH
	CULVERT PROPOSED
	STRUCTURE SUBSURFACE
	PROJECT DEMARCATION FENCE
	BARRIER FENCE
	TREE PROTECTION ZONE (TPZ)
	STRIPING LINE REMOVAL
	SHEET PILES

BOUNDARY LINES

PROPERTY LINE (P/L)
 SLOPE RIGHTS
 6F PROPERTY BOUNDARY
 4F PROPERTY BOUNDARY
 HAZARDOUS WASTE

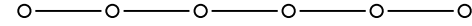
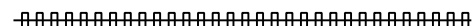
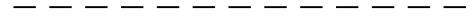
EPSC MEASURES

SEE EPSC DETAIL SHEETS FOR ADDITIONAL SYMBOLOGY

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

—— ARCH ——	ARCHEOLOGICAL BOUNDARY
— HISTORIC DIST —	HISTORIC DISTRICT BOUNDARY
— HISTORIC —	HISTORIC AREA
(H)	HISTORIC STRUCTURE

EXISTING FEATURES

	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

FILE NAME: 58109legend.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P. DETRICK	DRAWN BY: VTRANS
DESIGNED BY: VTRANS	CHECKED BY: E.P. DETRICK
CONVENTIONAL SYMBOLS LEGEND SHEET	SHEET 3 OF 72

PROJECT NOTES

GENERAL

- 1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2018, AND ITS LATEST REVISIONS.
- 2. PER AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES (ADAAG), PATH CROSS SLOPES SHALL NOT EXCEED 2%.
- 3. ALL SHARED USE PATH LONGITUDINAL RAMPS AT ROADWAY AND DRIVEWAY CROSSINGS SHALL NOT EXCEED 5%.

CONSTRUCTION

- 4. ALL TREE CLEARING AND TREE REMOVAL WITHIN THE SLOPE LIMITS SHOWN ON THE PLANS SHALL BE PAID FOR UNDER ITEM 201.10, “CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS”. TREE CLEARING OR TRIMMING TO EFFECTIVELY REMOVE AND RESET FENCE SHALL BE INCLUDED UNDER ITEM 201.10, “CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS”. ADDITIONAL TREE CLEARING AND REMOVAL BEYOND THE SLOPE LIMITS WILL BE PAID UNDER ITEM 201.15, “REMOVING MEDIUM TREES” AS APPROPRIATE.
- 5. ANY EXISTING SIGNS NOT REUSED SHALL REMAIN THE PROPERTY OF THE CITY OF BURLINGTON. THESE SIGNS SHALL BE REMOVED BY THE CONTRACTOR AND STOCKPILED FOR REMOVAL BY THE CITY. STOCKPILE LOCATION TO BE DETERMINED BY THE RESIDENT ENGINEER.
- 6. THE FOLLOWING IS A LIST OF CONTACTS THE CONTRACTOR SHALL NOTIFY AT LEAST SEVEN (7) FULL BUSINESS DAYS PRIOR TO EXCAVATING:

CITY OF BURLINGTON:
CINDI WIGHT, DIRECTOR OF PARKS, RECREATION & WATERFRONT;
(802) 865-7557
JON ADAMS KOLLITZ, BURLINGTON BIKE PATH REHABILITATION PROJECT MANAGER;
(802) 865-7247
CHAPIN SPENCER, DIRECTOR OF PUBLIC WORKS;
(802) 863-9094
BURLINGTON ELECTRIC DEPARTMENT:
BRIAN SWEENEY, DISTRIBUTION ENGINEER;
(802) 865-7324
VERMONT GAS:
TIM VACHEREAU, CONSTRUCTION MANAGER
(802) 863-4511

- 7. CONTRACTOR SHALL BE RESPONSIBLE FOR SITE SECURITY AND JOB SAFETY. CONSTRUCTION ACTIVITIES SHALL BE IN ACCORDANCE WITH OSHA STANDARDS, STATE AND LOCAL REQUIREMENTS.
- 8. AREAS OUTSIDE THE LIMITS OF PROPOSED WORK DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY THE CONTRACTOR TO THEIR ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE.
- 9. IN THE EVENT GROSS 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 SUSPECT 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.
- 10. THERE ARE EXISTING STORM DRAIN LINES LOCATED BENEATH THE PATH. COMPACTION SHALL NOT BE COMPLETED USING VIBRATORY ROLLING METHODS. DAMAGE RESULTING FROM CONTRACTOR CONSTRUCTION LOADS SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO OWNER.
- 11. CONTRACTOR SHALL CONTROL STORMWATER RUNOFF DURING CONSTRUCTION AS PER THE EPSC NARRATIVE AND DETAILS PROVIDED IN THESE PLANS TO PREVENT ADVERSE IMPACTS TO OFF SITE AREAS, AND SHALL BE RESPONSIBLE TO REPAIR RESULTING DAMAGES, IF ANY, AT NO COST TO OWNER.
- 12. ALL CONTRACTORS WORKING IN DIRECT CONTACT WITH SOILS FOR EXCAVATING, REGRADING, AND OTHER PROJECT TASKS SHALL BE OSHA-HAZWOPER CERTIFIED.
- 13. REMOVAL OF EXISTING CONCRETE BOLLARDS AND CONCRETE SIDEWALK SHALL BE PAID UNDER ITEM 203.16, “SOLID ROCK EXCAVATION”. SAWCUTTING OF EXISTING CONCRETE SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM.
- 14. THE EXISTING WOODEN BIKE PATH SIGNS LOCATED WITHIN THE PROJECT ARE TO BE REMOVED AND DISPOSED OF BY THE CONTRACTOR. PAYMENT WILL NOT BE MADE DIRECTLY, BUT SHALL BE CONSIDERED INCIDENTAL TO ITEM 201.10, “CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS”. THE EXISTING ALUMINUM/STEEL SIGNS TO BE REMOVED WILL BE PAID UNDER ITEM 675.50, “REMOVING SIGNS”.
- 15. THE CITY RESERVES FIRST RIGHT OF REFUSAL ON ANY ITEMS SALVAGED AS PART OF THE PROJECT.
- 16. CEDAR TREES REMOVED DURING CONSTRUCTION SHALL BE LIMBED AND THE TRUNKS SHALL BE STOCK PILED FOR REMOVAL BY THE CITY. STOCKPILE LOCATION TO BE DETERMINED BY THE RESIDENT ENGINEER. PAYMENT FOR CEDAR TREE REMOVAL, LIMBING AND STOCKPILING SHALL BE PAID FOR UNDER ITEM 201.10, “CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS”.
- 17. ORNAMENTAL BOULDERS ENCOUNTERED ON SITE SHALL NOT BE IMPACTED DURING CONSTRUCTION. DAMAGE TO ORNAMENTAL BOULDERS RESULTING FROM CONSTRUCTION OPERATIONS SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO OWNER.

- 18. ALL JAPANESE KNOT WEED ENCOUNTERED DURING CONSTRUCTION SHALL BE REMOVED USING A MULTI-PRONGED APPRPOACH. THE CONTRACTOR SHALL APPLY HERBICIDES SUCH AS ROUNDUP. ADDITIONALLY, THE CONTRACTOR SHALL EXCAVATE OUT THE ROOT SYSTEM AND DIG UP AS MANY RHIZOMES AS POSSIBLE. TO PREVENT SPREADING OF JAPANESE KNOT WEED UPON REMOVAL, THE CONTRACTOR SHALL DISPOSE OF THE SOIL AND PLANT WASTE IN A CONTROLLED MANNER. REMOVAL OF JAPANESE KNOT WEED SHALL BE INCLUDED IN THE PAY ITEM 201.10, “CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS”
- 19. ALL TREES MARKED “SAVE” OR “PROTECT” IN THE PLANS OR INSTRUCTED BY THE ENGINEER, SHALL FOLLOW TREATMENT AS SHOWN IN THE TREE PROTECTION DETAIL WITHIN THE PLANS. TREE PROTECTION SHALL BE PAID FOR UNDER ITEM 656.85, “TREE PROTECTION”.
- 20. INDIVIDUAL TIMBER PLANKS ON THE BARGE CANAL BRIDGE SHALL BE REPLACED AS DETERMINED BY THE RESIDENT ENGINEER. PLANKS SHALL BE REPLACED WITH SOUTHERN YELLOW PINE 3.5” X 11.5” X 9’-11” LONG TIMBER PLANKS. REPLACEMENT OF TIMBER PLANKS SHALL BE PAID FOR UNDER ITEM 522.25, “STRUCTURAL LUMBER AND TIMBER, TREATED.” ALL TREATMENT AND INSTALLATION PRACTICES SHALL BE IN ACCORDANCE WITH VTRANS 2018 STANDARDS SPECIFICATIONS FOR CONSTRUCTION, SECTION 522 - LUMBER AND TIMBER, AND ALL SUPPLEMENTAL REFERENCES.
- 21. AN ESTIMATED QUANTITY OF ITEM 620.12 “CHAIN-LINK FENCE, 6 FEET” HAS BEEN INCLUDED FOR REPLACING DAMAGED FENCE MARKED AS “REMOVING AND RESETTNG FENCE” IN THE PLANS. CONDITION OF REMOVED FENCE DEEMED UNSUITABLE FOR RESETTNG SHALL BE DETERMINED BY ENGINEER. DISPOSAL OF ALL FENCE REMOVED AND NOT RESET SHALL BE PAID FOR UNDER ITEM 620.55 “REMOVAL OF EXISTING FENCE”.
- 22. IF THE EXISTING FENCE ADJACENT TO THE RAILROAD TRACKS IS REMOVED OR KNOCKED BY CONSTRUCTION EQUIPMENT OR OTHERWISE COMPROMISED, THEN A RAILROAD FLAGGER IS NEEDED. RAILROAD FLAGGERS SHALL BE PAID FOR UNDER ITEM 632.10 “RAILROAD FLAGGERS (N.A.B.I.)”.

UTILITY

- 23. THE LOCATIONS, SIZES, AND TYPES OF EXISTING UTILITIES ARE SHOWN AS AN APPROXIMATE REPRESENTATION ONLY. THE OWNER OR DESIGN ENGINEER HAVE NOT INDEPENDENTLY VERIFIED THIS INFORMATION AS SHOWN ON THE PLANS. THE UTILITY INFORMATION SHOWN DOES NOT GUARANTEE THE ACTUAL EXISTENCE, SERVICEABILITY, OR OTHER DATA CONCERNING THE UTILITIES, NOR DOES IT GUARANTEE AGAINST THE POSSIBILITY THAT ADDITIONAL UTILITIES MAY BE PRESENT THAT ARE NOT SHOWN ON THE PLANS. PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL VERIFY AND DETERMINE THE EXACT LOCATIONS, SIZES, AND ELEVATIONS OF THE POINTS OF CONNECTIONS TO EXISTING UTILITIES AND, SHALL CONFIRM THAT THERE ARE NO INTERFERENCES WITH EXISTING UTILITIES AND THE PROPOSED WORK, INCLUDING WORK WITHIN THE PUBLIC RIGHTS OF WAY. EXPLORATORY EXCAVATION SHALL BE PAID FOR UNDER ITEM 204.22 - TRENCH EXCAVATION OF EARTH, EXPLORATORY.
 - 24. 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.
 - 25. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL BURIED AND AERIAL UTILITIES AND POLES PRIOR TO STARTING WORK. THE CONTRACTOR SHALL COORDINATE WITH ALL UTILITY OWNERS TO CONFIRM ACTUAL LOCATIONS PRIOR TO CONSTRUCTION.
- DIG-SAFE (1-888-344-7233)
- 26. EXISTING RIM ELEVATIONS FOR DRAIN AND SEWER MANHOLES, WATER VALVE COVERS, GAS GATES, ELECTRIC AND TELEPHONE PULL BOXES, AND MANHOLES, AND OTHER SUCH ITEMS WITHIN THE LIMITS OF THE PROPOSED WORK, ARE APPROXIMATE AND SHALL BE SET/RESET AS FOLLOWS:
 - A. PAVEMENTS AND CONCRETE SURFACES: FLUSH
 - B. ALL SURFACES ALONG ACCESSIBLE ROUTES: FLUSH
 - C. LANDSCAPE, TOPSOIL AND SEED, AND OTHER EARTH SURFACE AREAS: ONE INCH ABOVE SURROUNDING AREA AND TAPER EARTH TO THE RIM ELEVATION
 - 27. THE USE OF BRICK AND MORTAR TO ADJUST THE ELEVATION OF DRAINAGE OR SANITARY STRUCTURES IS PROHIBITED. ALL ELEVATION ADJUSTMENTS SHALL BE MADE USING EITHER GRADE RINGS OR A SYNTHETIC RISER.
 - 28. ALL CONNECTIONS BETWEEN PRECAST DRAINAGE STRUCTURES AND NEW DRAINAGE PIPES SHALL BE A BOOTED CONNECTION.
 - 29. CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING AND ADJUSTING ALL CURB STOPS, WATER VALVES, MANHOLES, & DRAINAGE STRUCTURES WITHIN THE PROJECT LIMITS TO THE FINAL GRADE ELEVATION. PAYMENT FOR ADJUSTMENTS SHALL BE PAID FOR UNDER THE APPROPRIATE CONTRACT PAY ITEMS.
 - 30. ALL MANHOLE COVERS THAT FALL WITHIN THE FINAL PATH OR SHOULDER LIMITS SHALL BE REPLACED WITH COVERS THAT HAVE A NON-SLIP SURFACE SUCH AS NEENAH PERMA-GRIP OR EQUIVALENT. PAYEMENT IS UNDER ITEM 604.412 “REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS I”.

BID ALTERNATIVE

- 1. THE BID ALTERNATIVE SHALL CONSIST OF SLOPE STABILIZATION PRACTICES ON THE WESTERN SIDE OF THE PATH FROM STATION 412+85 TO STATION 419+00.
- 2. THE EXISTING STONE REVETMENT MATERIAL BETWEEN STATIONS 416+00 AND 419+00 SHALL BE ADJUSTED TO HAVE A SIMILAR APPEARANCE TO THE REVETMENT NORTH OF THE BID ALTERNATIVE, BETWEEN STATIONS 419+00 AND 420+50.
- 3. THE ADJUSTMENT OF EXISTING STONE REVETMENT MATERIAL SHALL BE PAID FOR UNDER ITEM 608.25, ALL PURPOSE EXCAVATOR RENTAL, TYPE I.
- 4. THE ADDITIONAL STONE USED TO FILL IN THE GAPS IN THE ADJUSTED STONE REVETMENT MATERIAL SHALL BE PAID FOR UNDER ITEMS 613.11, 613.12, AND 613.13, STONE FILL, TYPE II, III, AND IV, RESPECTIVELY.
- 5. STONE FILL, TYPE II SHALL BE USED FOR SLOPE STABILIZATION ON THE WEST SIDE OF THE PATH BETWEEN STATIONS 412+85 AND 416+00. EXCAVATION FOR THIS PURPOSE SHALL BE INCIDENTAL TO ITEM 613.11, STONE FILL, TYPE II.

PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A	
PROJECT NUMBER: 58109.00	
FILE NAME: 58109notes.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P. DETRICK	DRAWN BY: C.K.FORD
DESIGNED BY: B.M.ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT NOTES	SHEET 4 OF 72



MATERIAL TOLERANCES	
MATERIAL ITEM	THICKNESS TOLERANCE
PAVEMENT (FULL DEPTH)	+/- 1/4" (TOTAL THICKNESS)
SUBBASE	1/2"
SAND BORROW	1"

RECOVERY AREA TABLE		
SIDE SLOPE	RECOVERY WIDTH*	
	MIN.	PREFERRED
1:4 OR FLATTER	0	3'-0"
1:3	3'-0"	4'-0"
1:2	4'-0"	5'-0"
STEEPER THAN 1:2	5'-0"	>5'-0"

*RECOVERY WIDTH SLOPE MUST BE 8% MAX.

NOTES FOR ALL TYPICAL SECTIONS:

- THE MINIMUM PAVED PATH WIDTH SHALL BE 11'-0" UNLESS NOTED OTHERWISE IN THE PLANS.
- THE PATH SHALL HAVE A UNIFORM TWO PERCENT CROSS SLOPE IN THE DIRECTION SHOWN IN THE PLANS, AND THE SUBBASE SHALL BE GRADED TO MATCH.
- ALL SHARED USE PATHS SHALL MEET THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT (ADA) TO THE EXTENTS POSSIBLE GIVEN EXISTING CONDITIONS. REFER TO THE AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES (ADAAG) FOR SPECIFIC DETAILS.
- ANY TREE ROOTS ENCOUNTERED WITHIN THE EXCAVATION LIMITS SHALL BE PRUNED AND PROTECTED. THE COST OF THIS WORK IS INCIDENTAL TO ITEM 201.10, "CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS".
- STONE FILL, TYPE I, IS REQUIRED ON ANY SLOPE STEEPER THAN 1:2 AND SHALL BE PAID UNDER THE RESPECTIVE UNIT ITEMS.
- DITCHES SHALL RECEIVE THE FOLLOWING TREATMENTS BASED ON THEIR SLOPE, UNLESS SHOWN OTHERWISE ON THE PLANS.

A) 0-1% SEED AND MULCH

B) 1-2.5% ROLLED EROSION CONTROL PRODUCT, TYPE I AND SEED

C) 2.5-10% TYPE I STONE FILL - 1'-0" DEPTH

D) >10% TYPE II STONE FILL - 2'-0" DEPTH
- PAYMENT OF DITCH LINE TREATMENTS SHALL BE UNDER THE FOLLOWING RESPECTIVE VTRANS UNIT ITEMS:

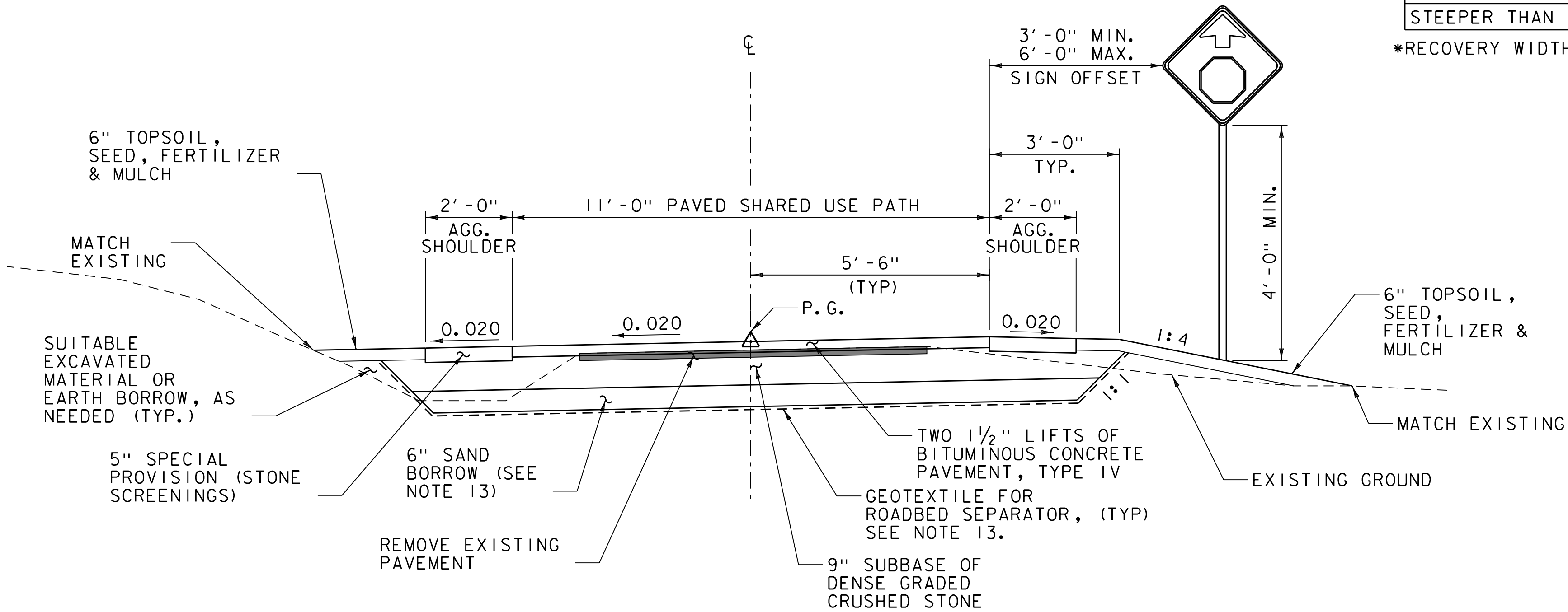
A) SEED - 651.15

B) HAY MULCH - 653.10

C) ROLLED EROSION CONTROL PRODUCT, TYPE I - 653.20

D) TYPE I STONE FILL - 613.10

E) TYPE II STONE FILL - 613.11
- SEE EPSC NOTES FOR SEED AND SOIL SUPPLEMENT SPECIFICATIONS.
- AGGREGATE SHOULDER SHALL BE PAID UNDER ITEM NO. 900.608 SPECIAL PROVISION (STONE SCREENINGS).
- EMULSIFIED ASPHALT SHALL BE APPLIED AT A RATE OF 0.040 GAL/SY WHERE INDICATED.
- SAWCUTTING OF EXISTING PAVEMENT IS INCIDENTAL TO ITEM 406.25 "MARSHALL BITUMINOUS CONCRETE PAVEMENT".
- TOPSOIL SHALL NOT BE SOURCED FROM WITHIN THE CITY OF BURLINGTON.
- SAND BORROW AND GEOTEXTILE FOR ROADBED SEPARATOR SHALL BE USED IN LOCATIONS WHERE THE PATH IS CONSTRUCTED OVER VIRGIN EARTH.



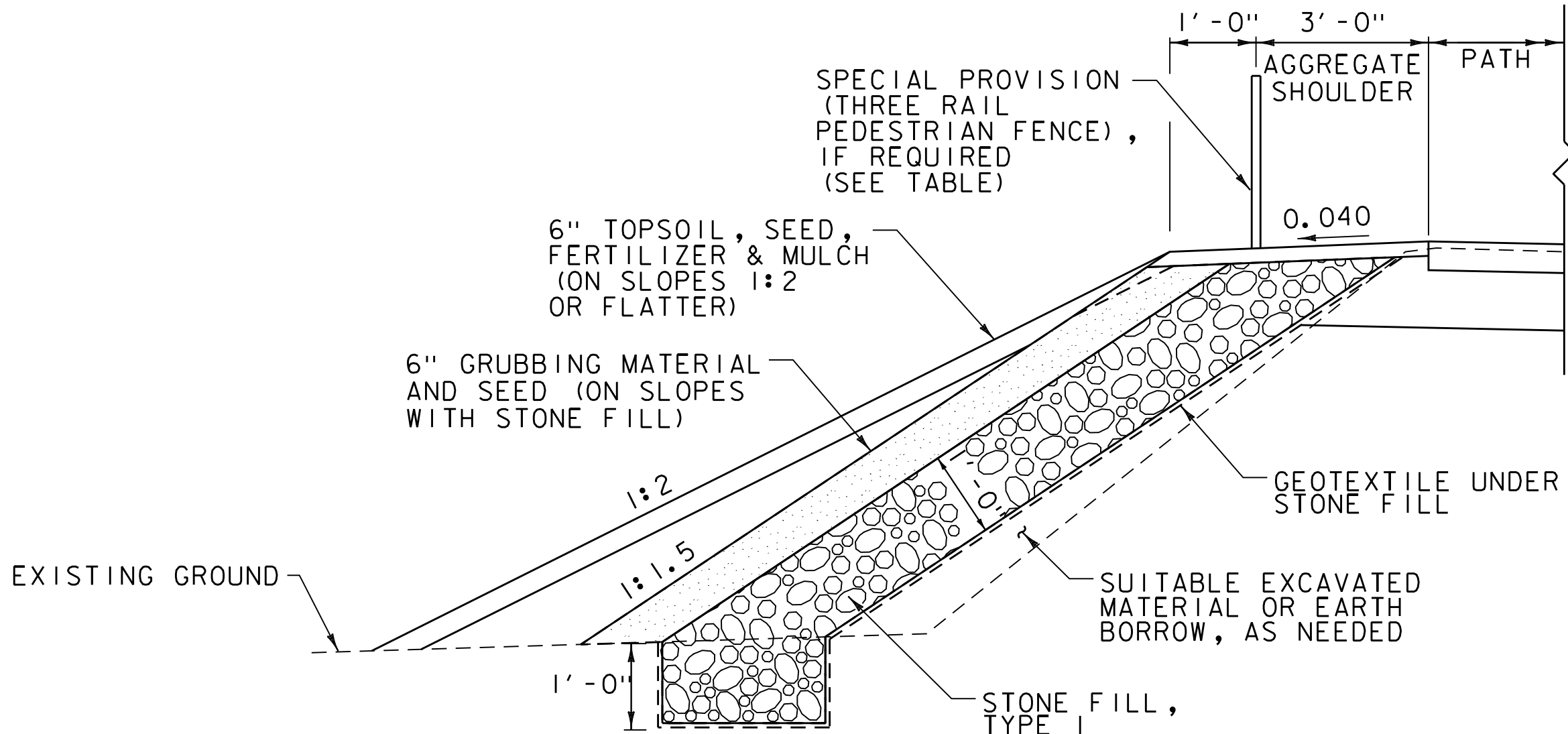
PATH TYPICAL SECTION
(REVERSE CROWN)

N. T. S.

STA. 18+25.00 - STA. 21+25.00
STA. 314+87.23 - STA. 316+09.25
STA. 400+00.00 - STA. 410+25.00
STA. 416+25.00 - STA. 425+87.17
STA. 1000+00.00 - STA. 1001+65.00

SAND BORROW LOCATIONS

STA. 18+25.00 - STA. 21+25.00
STA. 416+25.00 - STA. 417+00.00



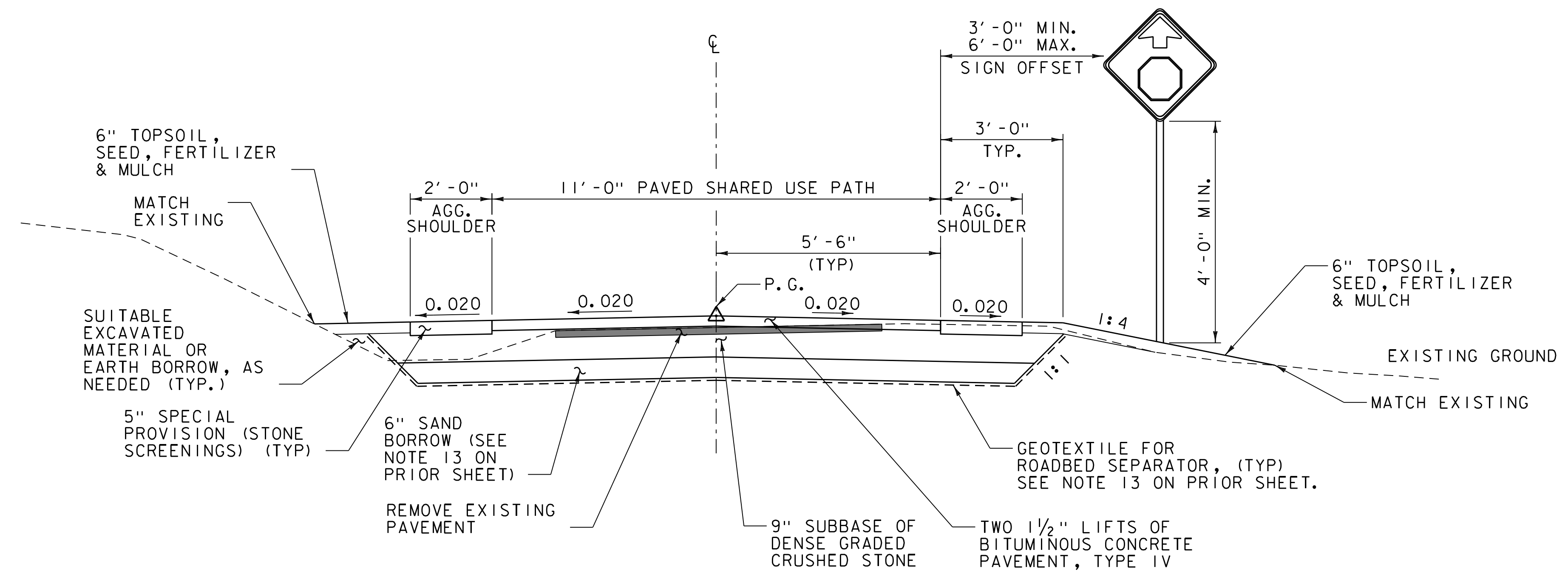
ALTERNATIVE SLOPE TREATMENTS

N. T. S.

PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A	
PROJECT NUMBER: 58109.00	
FILE NAME: 58109+yp.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P. DETRICK	DRAWN BY: C.K.FORD
DESIGNED BY: B.M.ROBERTS	CHECKED BY: E.P. DETRICK
TYPICAL SECTIONS (10 OF 3)	SHEET 5 OF 72



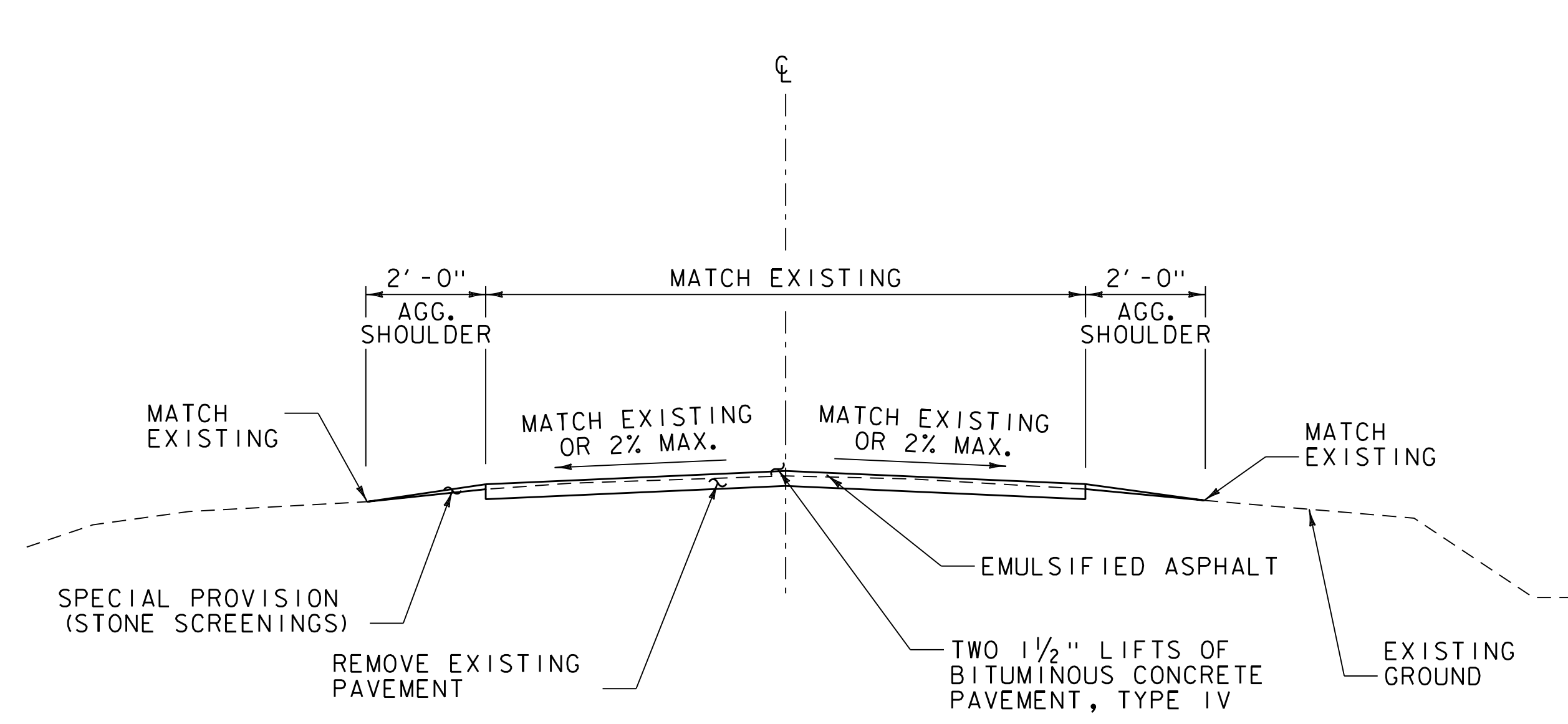
MATERIAL TOLERANCES	
MATERIAL ITEM	THICKNESS TOLERANCE
PAVEMENT (FULL DEPTH)	+/- 1/4" (TOTAL THICKNESS)
SUBBASE	1/2"
SAND BORROW	1"



NORMAL CROWN PATH TYPICAL SECTION

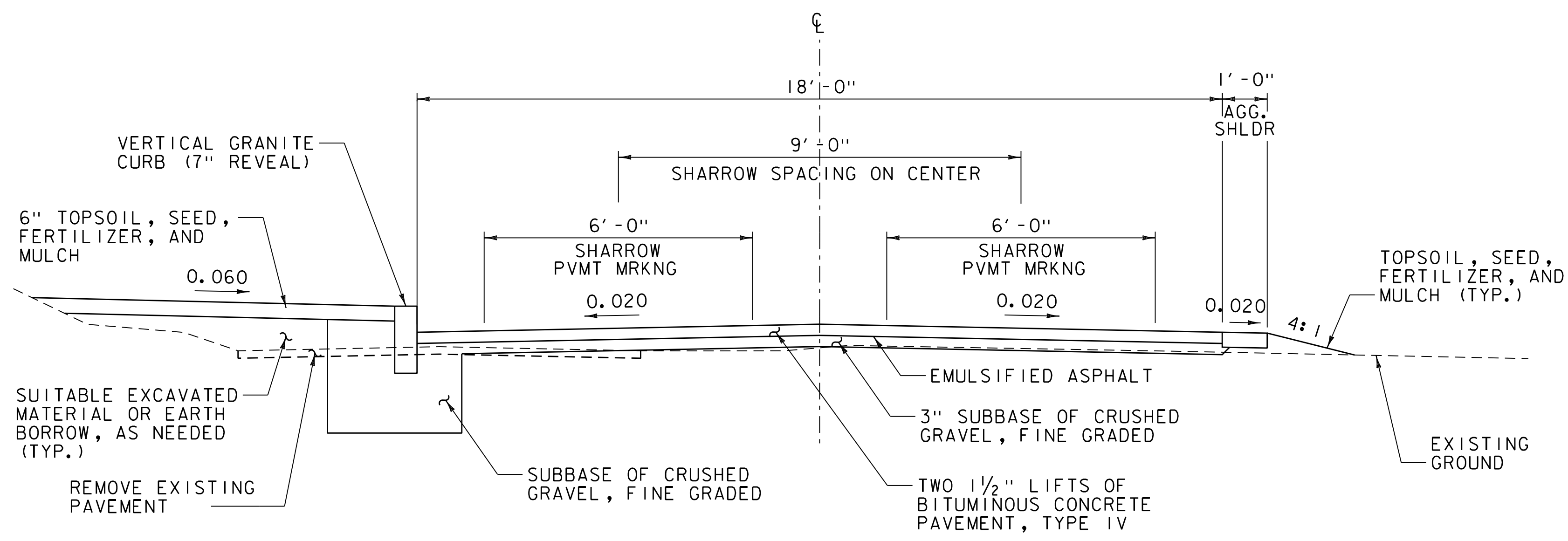
N. T. S.
STA. 410+25.00 - STA. 410+72.01
STA. 411+95.06 - STA. 416+25.00

SAND BORROW LOCATIONS
STA. 412+50.00 - STA. 416+25.00



PAVEMENT OVERLAY TYPICAL SECTION

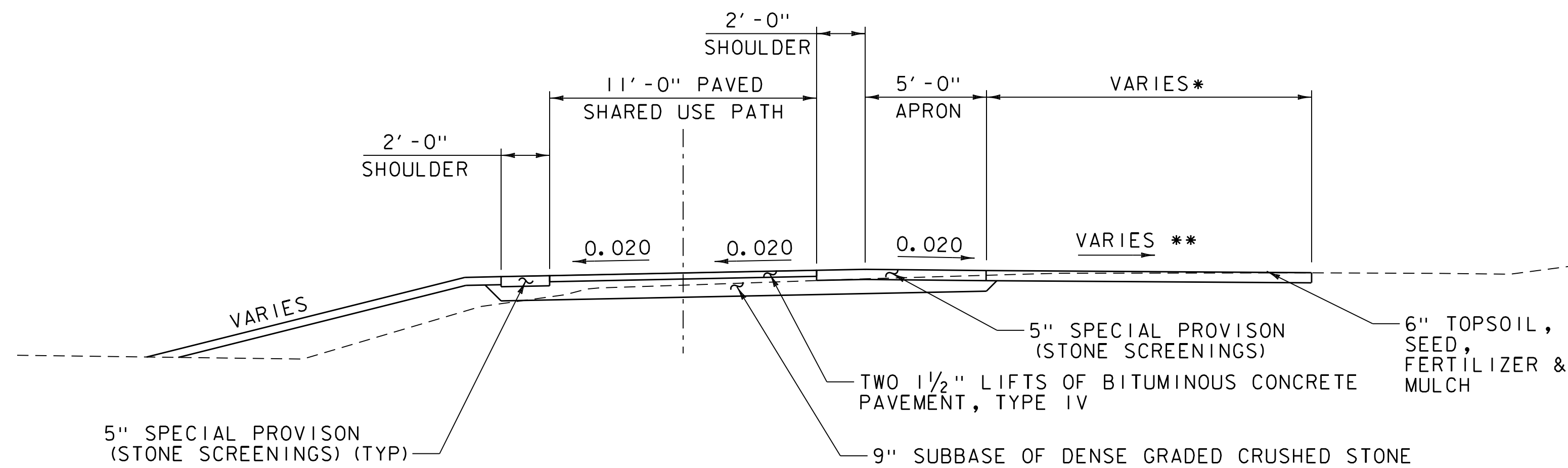
N. T. S.
SEGMENT 0
PERKINS PIER



PROCTOR PLACE PAVEMENT OVERLAY TYPICAL SECTION

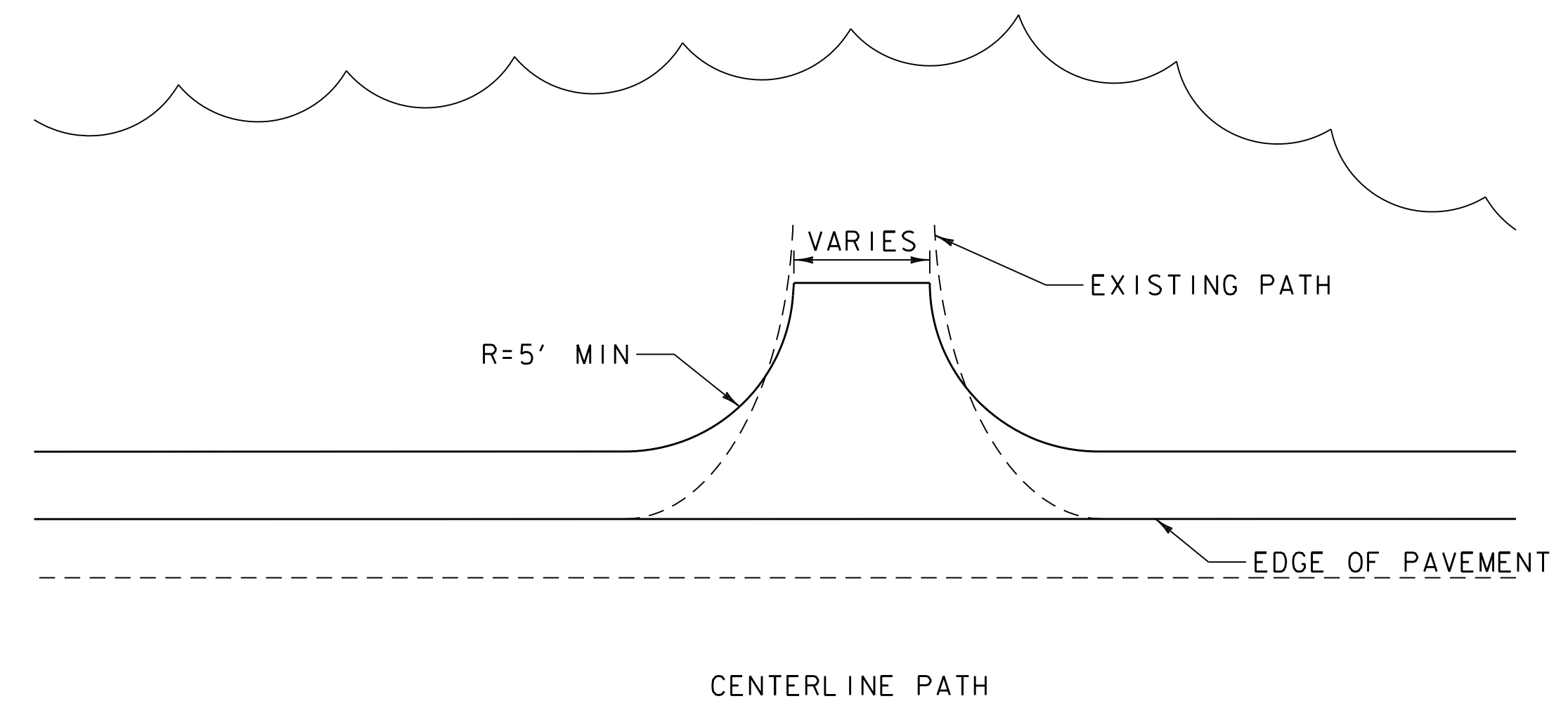


PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A	
PROJECT NUMBER: 58109.00	
FILE NAME: 58109+typ.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P. DETRICK	DRAWN BY: C.K.FORD
DESIGNED BY: B.M.ROBERTS	CHECKED BY: E.P. DETRICK
TYPICAL SECTIONS (2 OF 3)	SHEET 6 OF 72

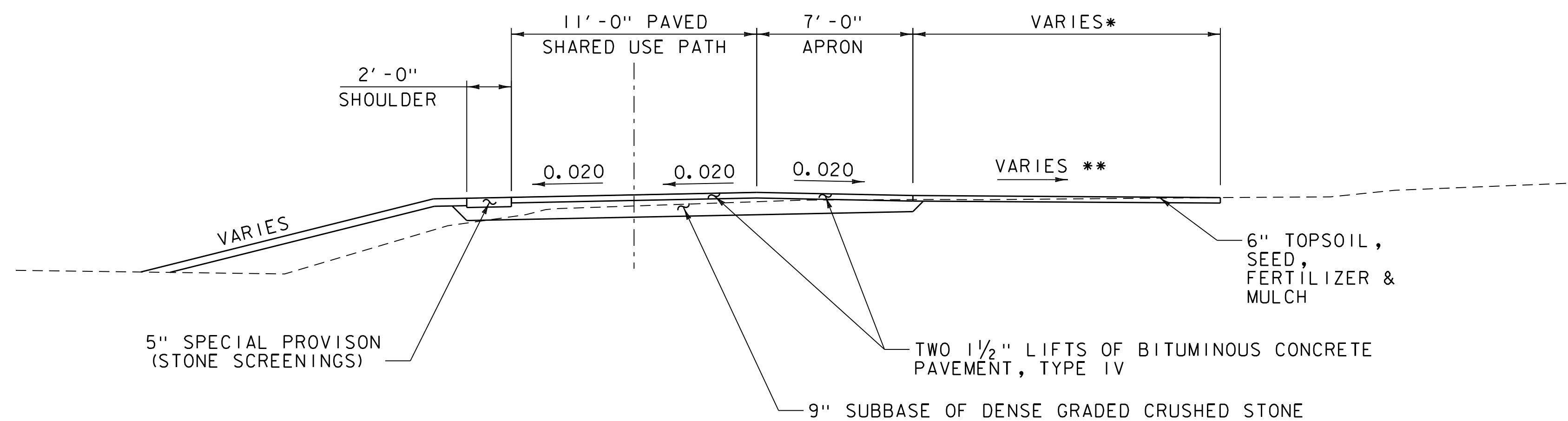


* RESIDENT ENGINEER TO DETERMINE LIMITS OF SIDE PATH REQUIRED BEFORE MATCHING EXISTING.
 ** SLOPE TO BE TO BE DETERMINED BY RESIDENT ENGINEER.

GRAVEL SIDE PATH TYPICAL SECTION
 N. T. S.

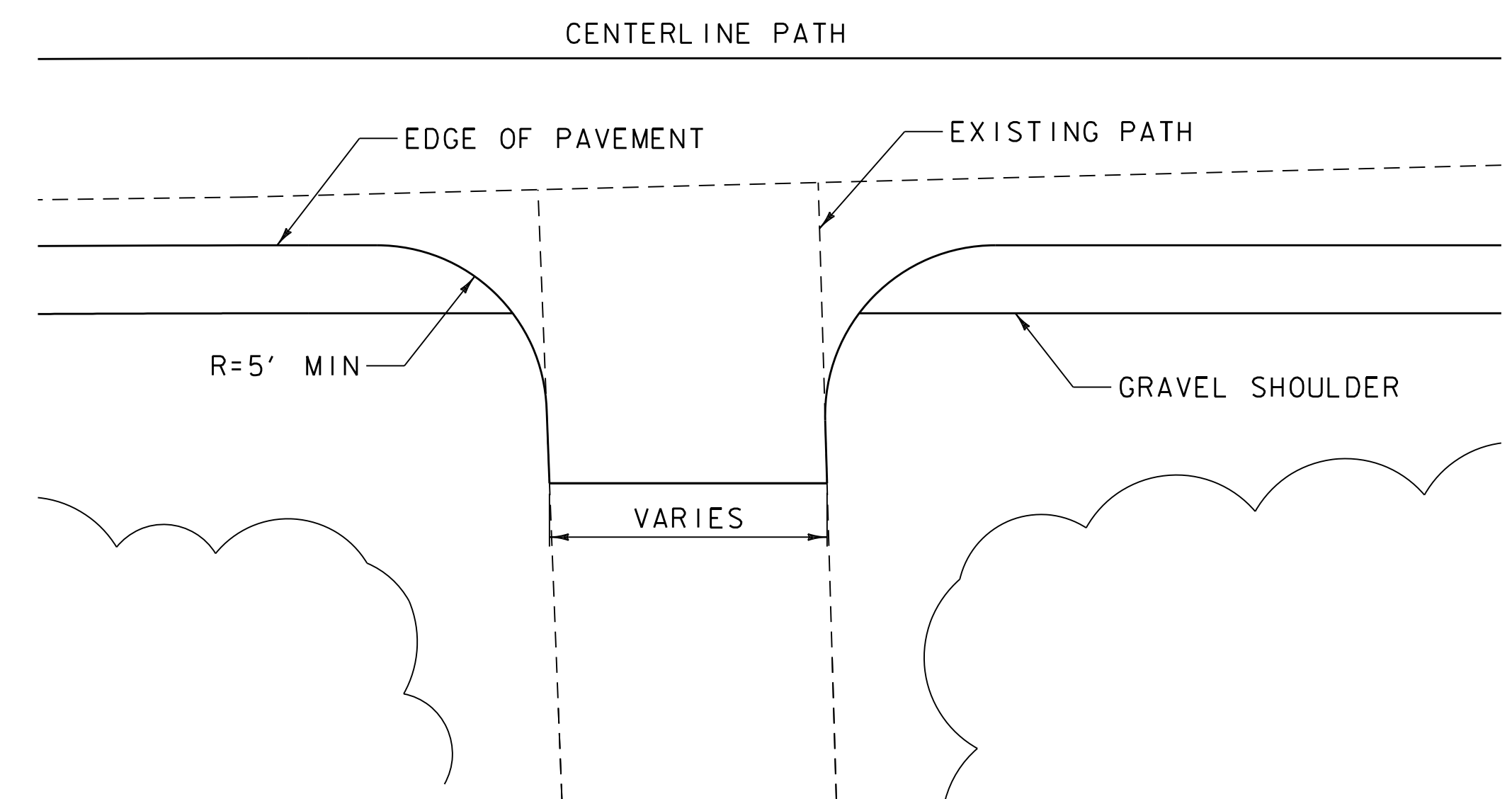


GRAVEL SIDE PATH TYPICAL PLAN
 N. T. S.



* RESIDENT ENGINEER TO DETERMINE LIMITS OF SIDE PATH REQUIRED BEFORE MATCHING EXISTING.
 ** SLOPE TO BE TO BE DETERMINED BY RESIDENT ENGINEER.

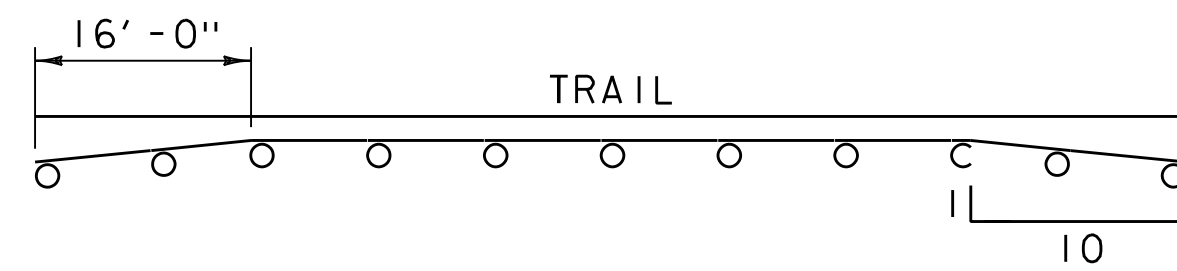
PAVED SIDE PATH TYPICAL
 N. T. S.



PAVED SIDE PATH TYPICAL PLAN
 N. T. S.

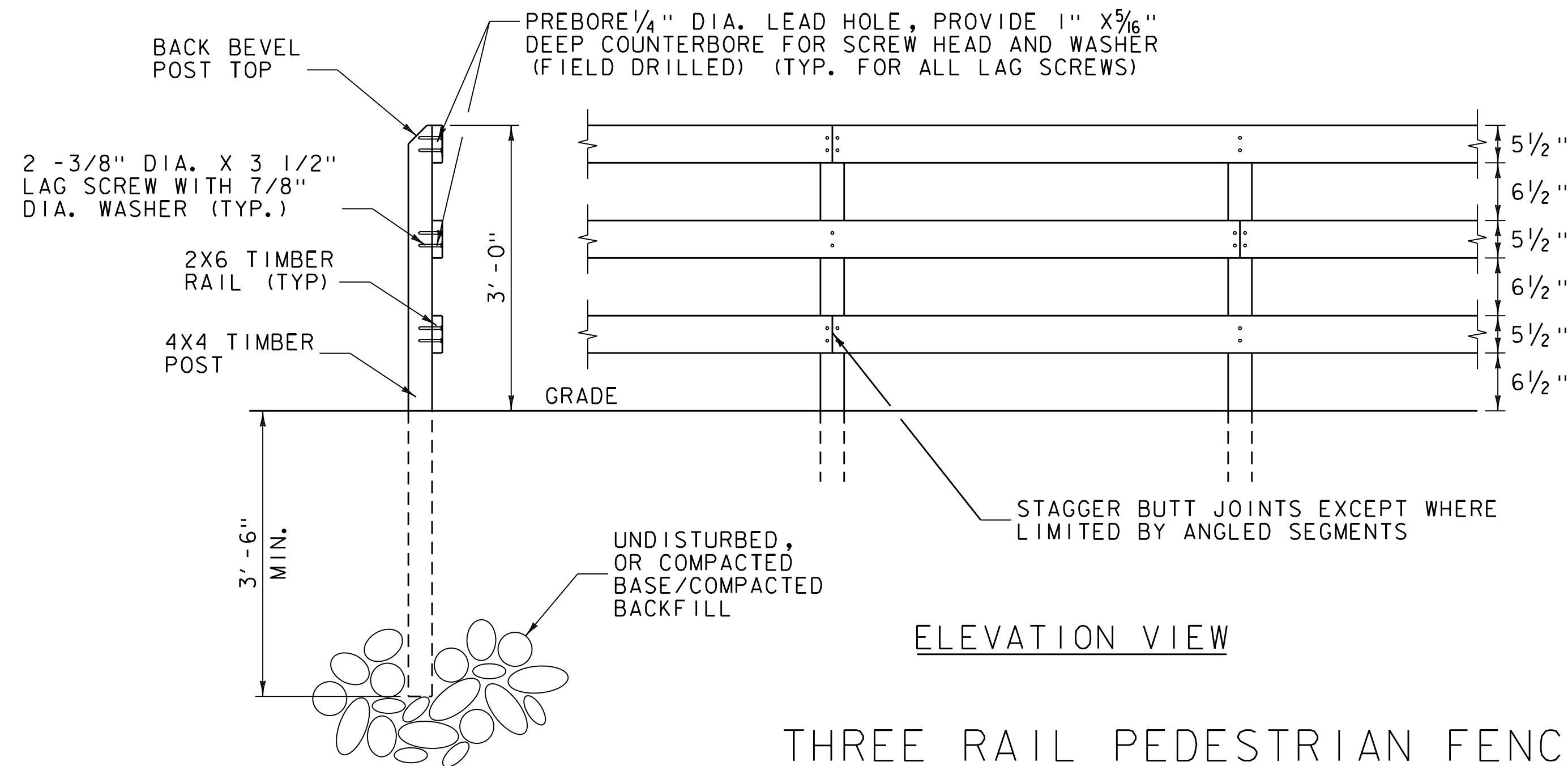


PROJECT NAME:	BURLINGTON BIKE PATH PHASE 3A
PROJECT NUMBER:	58109.00
FILE NAME:	58109+typ.dgn
PROJECT LEADER:	E.P.DETRICK
DESIGNED BY:	B.M.ROBERTS
TYPICAL SECTIONS (3 OF 3)	
PLOT DATE:	4/23/2019
DRAWN BY:	C.K.FORD
CHECKED BY:	E.P.DETRICK
SHEET	7 OF 72



PLAN VIEW

* TAPER ENDS OF RAILING AS SHOWN

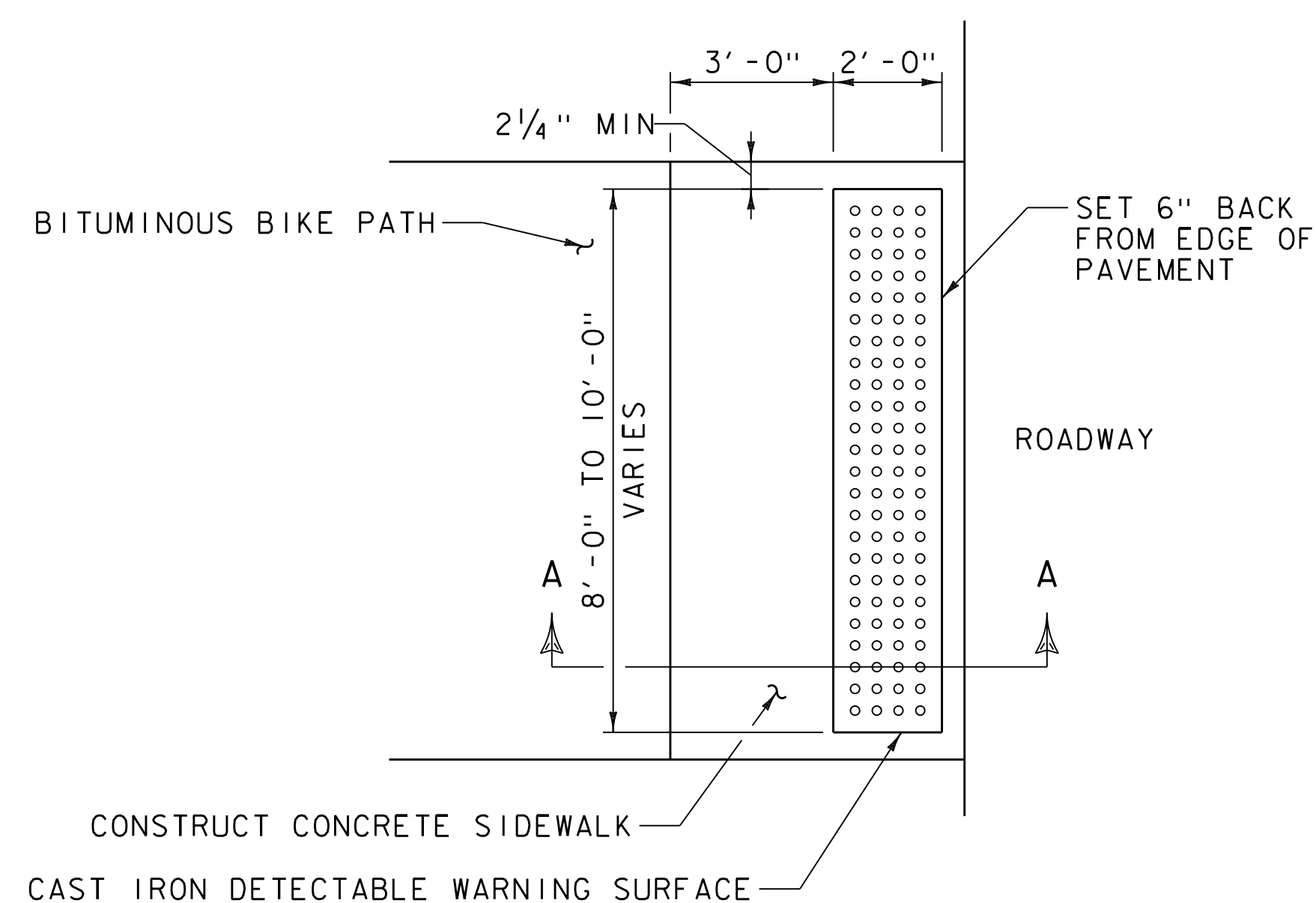


ELEVATION VIEW

SECTION VIEW

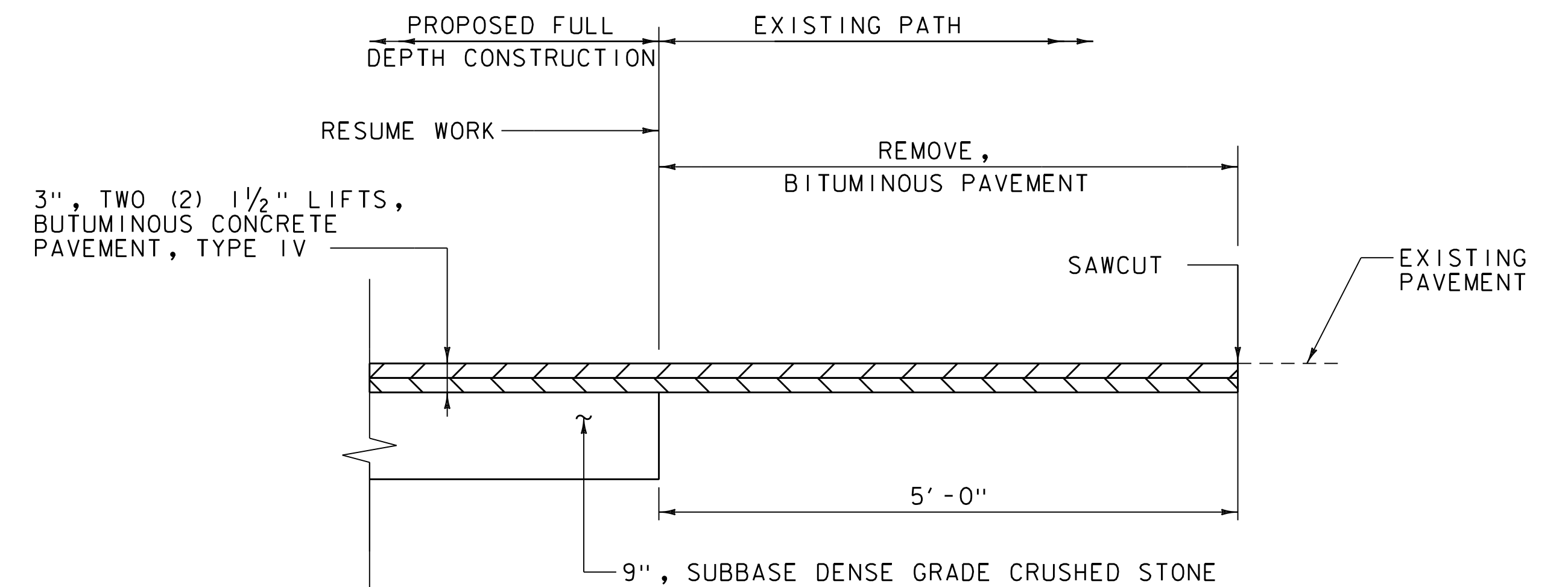
NOTES:

1. POSTS AND RAILS SHALL CONFORM TO 709.01 - STRUCTURAL LUMBER AND TIMBER.



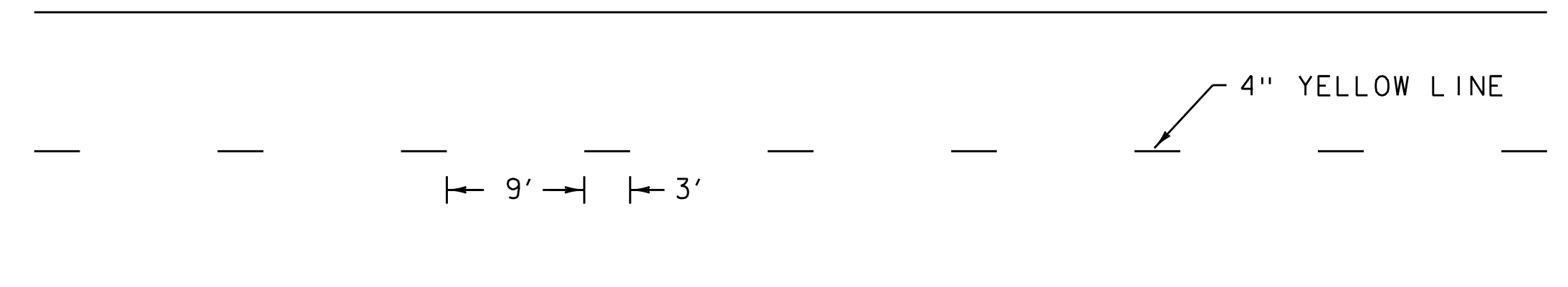
DETECTABLE WARNING SURFACE

N. T. S.



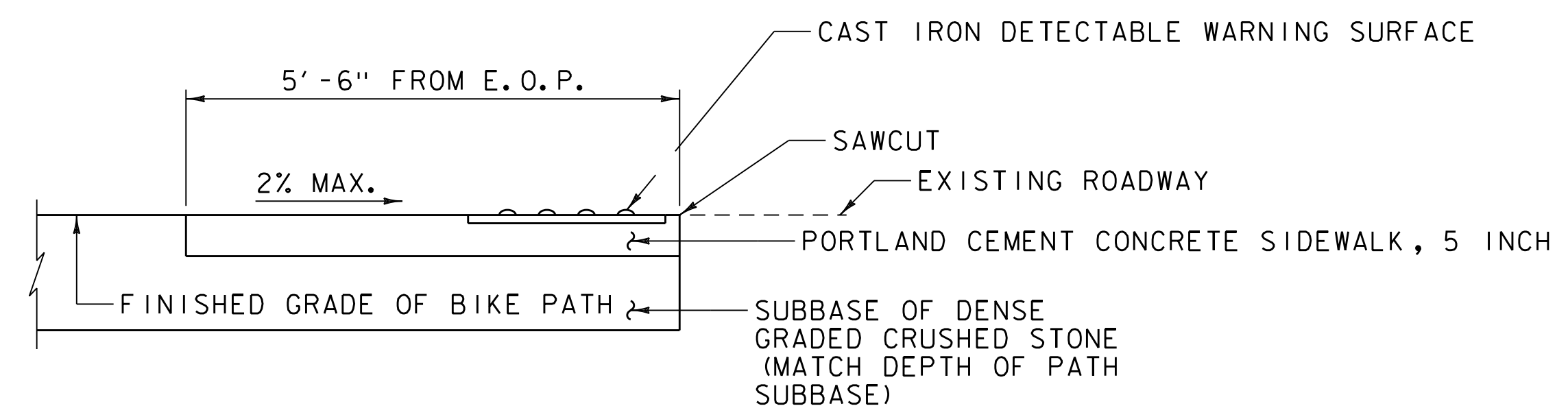
BIKE PATH LONGITUDINAL TRANSITION

N. T. S.



TYPICAL PATH CENTERLINE PAVEMENT MARKING

N. T. S.

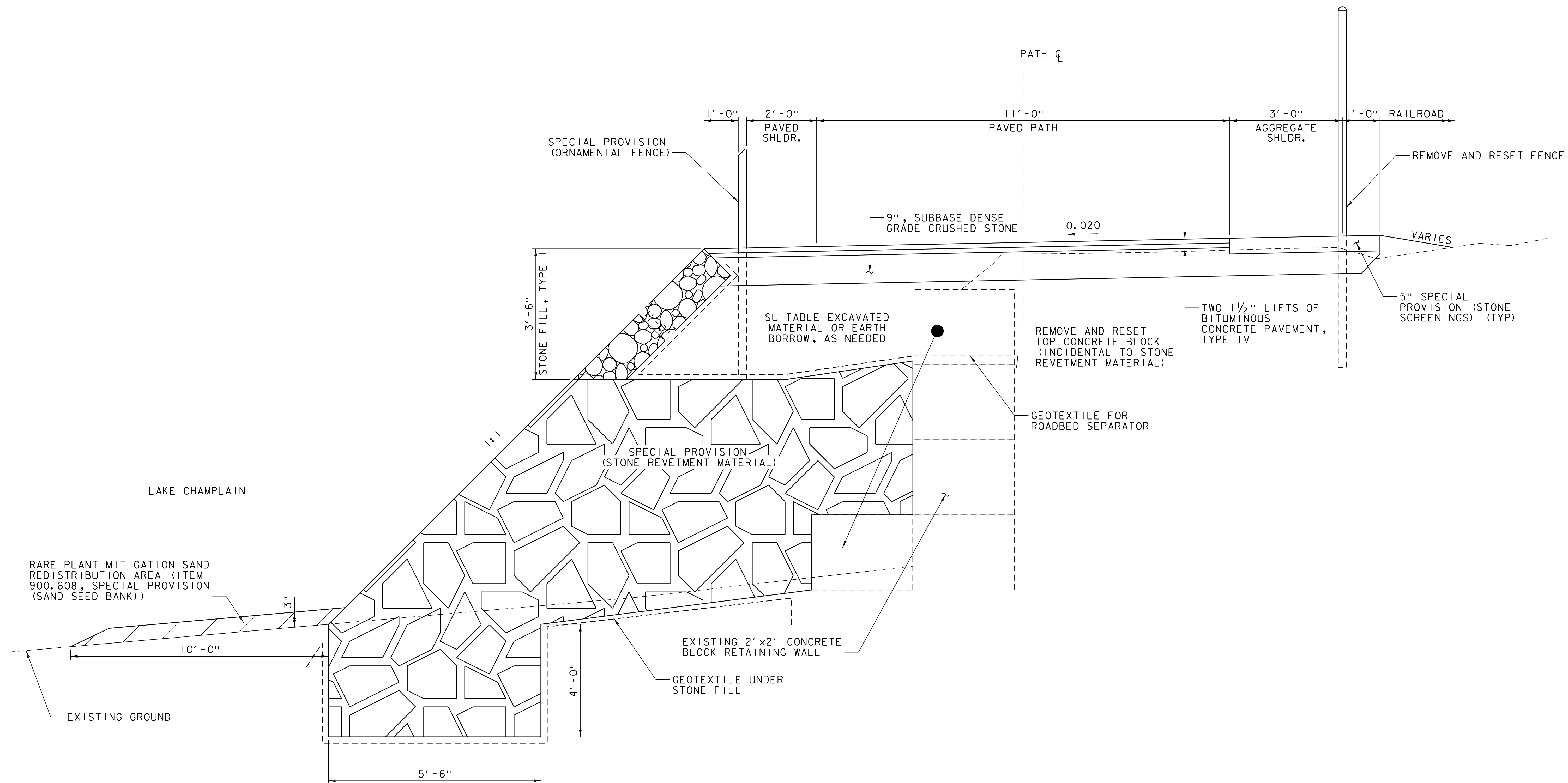


SECTION A-A

NOT TO SCALE



PROJECT NAME:	BURLINGTON BIKE PATH PHASE 3A
PROJECT NUMBER:	58109.00
FILE NAME:	58109det.dgn
PROJECT LEADER:	E.P. DETRICK
DESIGNED BY:	B.M. ROBERTS
DETAIL SHEET (1 OF 5)	
PLOT DATE:	4/23/2019
DRAWN BY:	C.K. FORD
CHECKED BY:	E.P. DETRICK
SHEET	8 OF 72

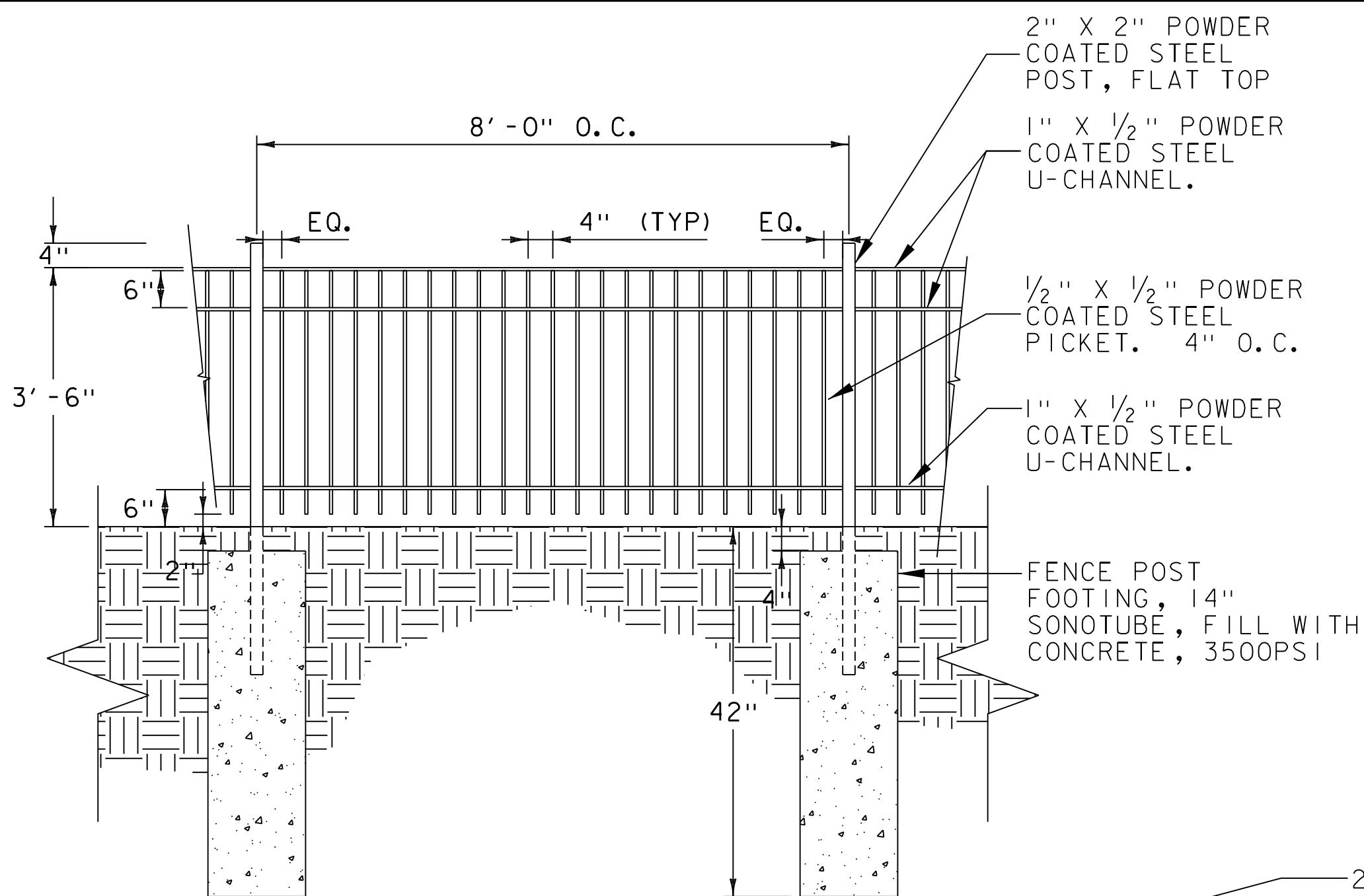


STONE REVETMENT INSTALLATION

N.T.S.
STA. 315+70 - STA. 410+77, LT



PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A	
PROJECT NUMBER: 58109.00	
FILE NAME: 58109det.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P. DETRICK	DRAWN BY: C.K. FORD
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
DETAIL SHEET (2 OF 5)	SHEET 9 OF 72

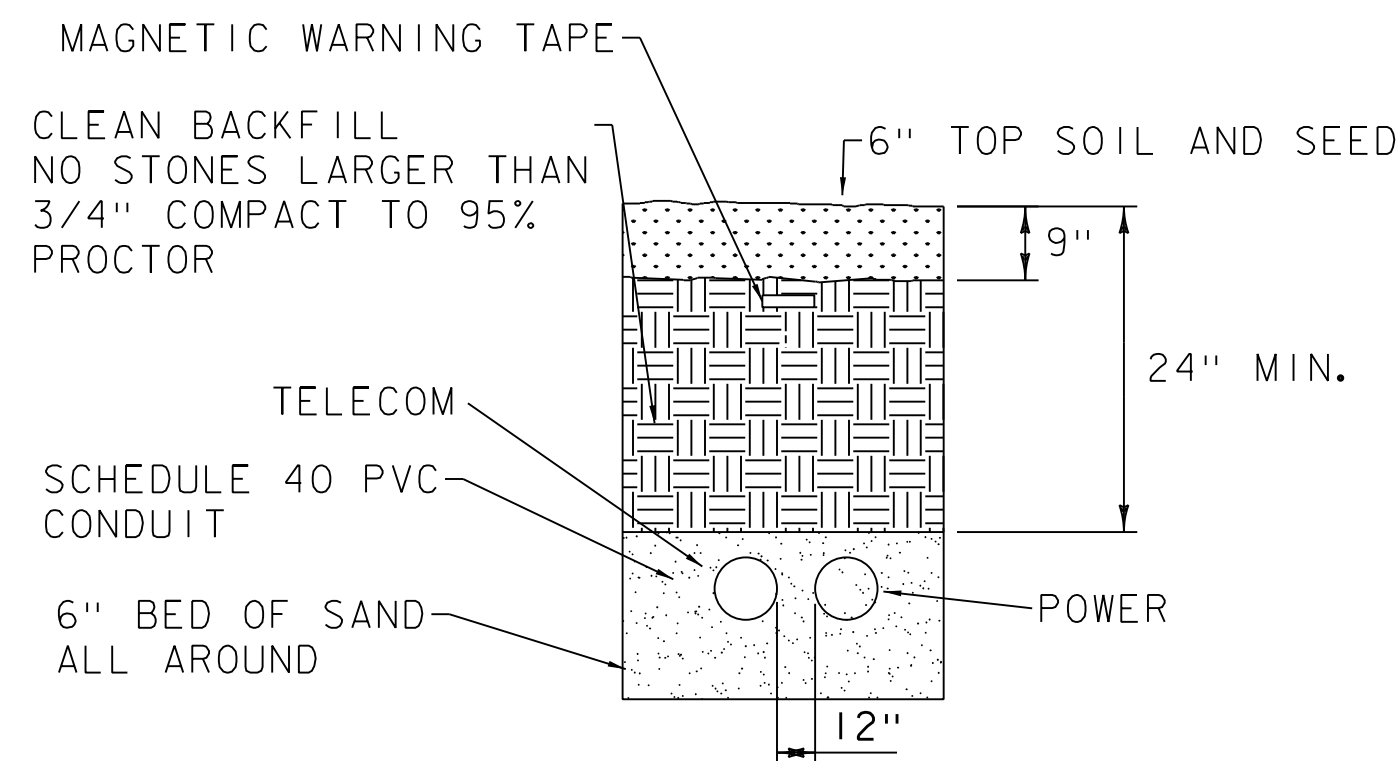


ELEVATION

- NOTES:
1. ALL RAILING COMPONENTS TO BE POWDER COATED BLACK.
 2. ALL JOINTS TO BE WELDED AND GROUND SMOOTH.
 3. CONTRACTOR TO PROVIDE SHOP DRAWINGS FOR FENCE ASSEMBLY, LAYOUT AND ATTACHMENT TO STEEL POST FOR REVIEW AND APPROVAL BY LANDSCAPE ARCHITECT.
 4. ALL POSTS TO BE +/- 8' o.c. SPACING, FIELD VERIFY CONDITIONS.

ORNAMENTAL FENCE

N. T. S.
STA. 400+00 - 410+72, LT
STA. 412+00 - 412+75, LT



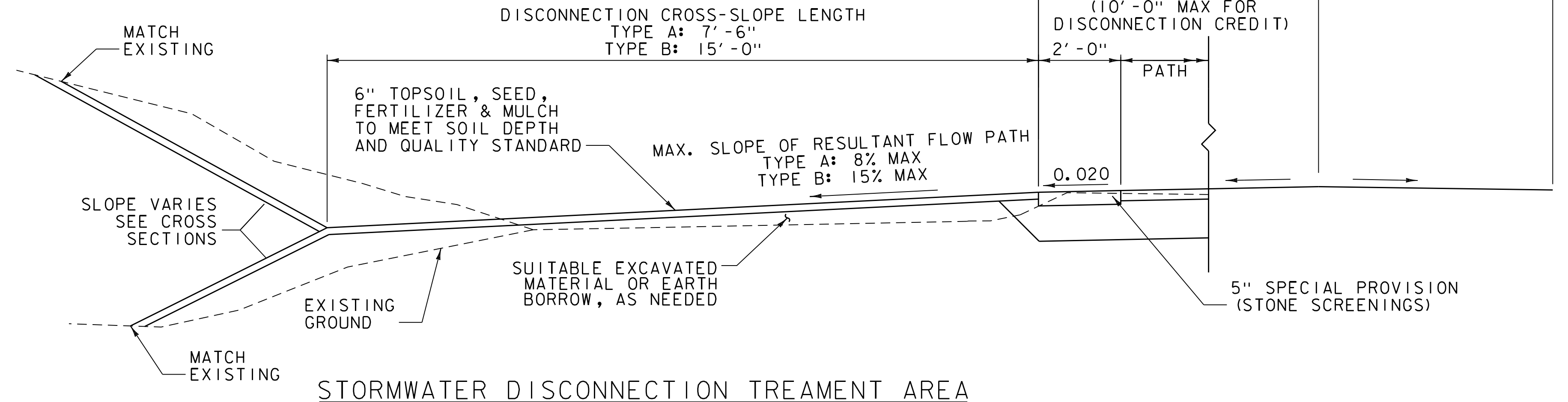
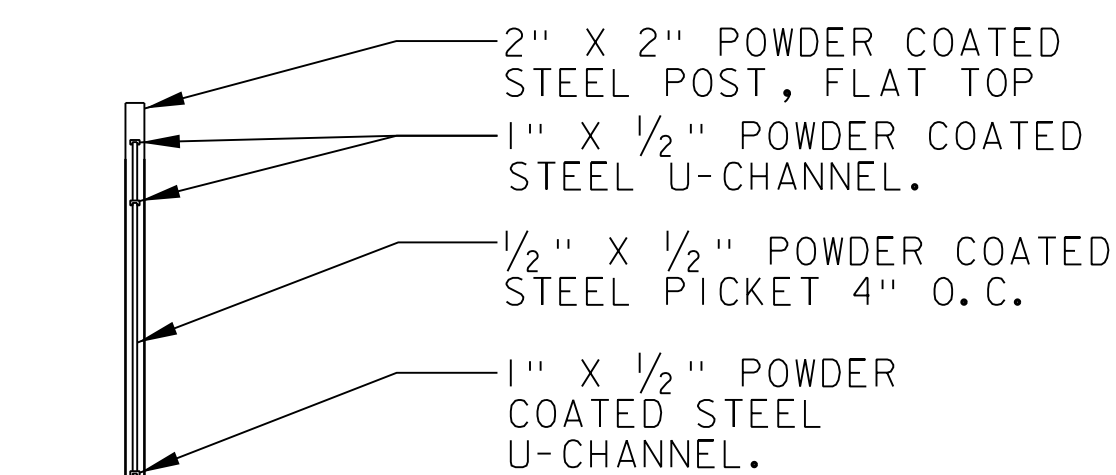
UNDER GROUND CONDUIT DUCT BANK GENERAL NOTES:

1. ALL UNDER GROUND CONDUITS SHALL BE SCHEDULE 40 PVC.
2. UNDER GROUND DUCT BANK SHALL BE SET A MINIMUM DEPTH OF 24" BELOW GRADE.
3. REFER TO SPECIFICATION FOR ADDITIONAL REQUIREMENTS.
4. ALL UNDERGROUND DUCT BANKS SHALL BE FIELD COORDINATED WITH NEW AND EXISTING UTILITIES.
5. DETAIL FOR SECONDARY SERVICE AND TELECOMMUNICATION CONDUITS NOT PART OF CONCRETE ENCASED DUCTBANK. UTILITY CONDUIT INSTALLATION PER UTILITY REQUIREMENTS. STOWE ELECTRIC PRIMARY CONDUITS SHALL BE BURIED 36" BELOW GRADE AND CONCRETE ENCASED.
6. ACTUAL TRENCH WILL INCLUDE MORE CONDUITS.

TYPICAL CONDUIT TRENCH DETAIL

N. T. S.

SECTION



STORMWATER DISCONNECTION TREATMENT AREA

N. T. S.

STA. 9+30 - 13+00, RT
STA. 413+50 - 416+50, LT
STA. 414+00 - 415+00, RT

NOTES:

1. WHEN GRADING FOR DISCONNECTION AREAS, THE CONTRACTOR SHALL NOT DISTURB THE GROUND WITHIN 4' OF THE TRUNK BASE FOR ALL TREES WITH A DIAMETER OF 6" OR GREATER AND INTEND TO REMAIN THROUGH CONSTRUCTION.

SOIL DEPTH AND QUALITY STANDARD

THESE REQUIREMENTS APPLY TO ALL DISTURBED AREAS WITHIN THE LIMITS OF THE SITE WHICH ARE NOT COVERED BY AN IMPERVIOUS SURFACE, INCORPORATED INTO A STRUCTURAL STORMWATER TREATMENT PRACTICE, OR ENGINEERED AS STRUCTURAL FILL ONCE DEVELOPMENT IS COMPLETE. FOR THIS PROJECT THESE AREAS INCLUDE THE DISCONNECTION AREAS DISTURBED DURING PATH CONSTRUCTION. A DENSE AND VIGOROUS VEGETATIVE COVER SHALL BE ESTABLISHED OVER TURF AREAS. ANY AREAS NOT DESCRIBED ABOVE WHICH ARE DISTURBED OR COMPACTED DURING CONSTRUCTION SHALL ALSO BE SUBJECT TO THESE REQUIREMENTS.

ALTERNATIVELY, TO LEAVING EXISTING TOPSOIL IN PLACE WITHOUT DISTURBING OR COMPACTING IT, THERE ARE THREE METHODS THAT MAY BE USED TO SATISFY THESE REQUIREMENTS.

1. AMEND EXISTING TOPSOIL IN PLACE
 - A. SCARIFY OR TILL SUBSOILS TO 4 INCHES OF DEPTH OR TO THE DEPTH NEEDED TO ACHIEVE A TOTAL DEPTH OF 8 INCHES OF UNCOMPACTED SOIL AFTER A CALCULATED AMOUNT OF AMENDMENT IS ADDED.
 - B. AMEND THE SOIL TO MEET THE ORGANIC CONTENT REQUIREMENTS. ORGANIC MATERIAL MAY BE PLACED AT A PRE-APPROVED RATE OF 1 INCH WITH AN ORGANIC MATTER CONTENT OF 40-65% AND ROTOTILLED INTO 3 INCHES OF SOIL OR AT A CALCULATED RATE ROTOTILLED INTO A DEPTH OF SOIL NEEDED TO ACHIEVE 4 INCHES OF SETTLED SOIL AT 4% ORGANIC CONTENT.
2. REMOVE AND STOCKPILE EXISTING TOPSOIL DURING GRADING
 - A. TOPSOIL SHOULD BE STOCKPILED ON SITE IN A CONTROLLED AREA AT LEAST 50 FEET FROM SURFACE WATERS, WETLANDS, FLOODPLAINS, OR OTHER CRITICAL RESOURCE AREAS.
 - B. SCARIFY OR TILL SUBGRADE TO A DEPTH OF 4 INCHES. EXCEPT FOR WITHIN THE DRIP LINE OF EXISTING TREES, THE ENTIRE SURFACE SHALL BE DISTURBED BY SCARIFICATION.
 - C. STOCKPILED TOPSOIL SHALL ALSO BE AMENDED, IF NEEDED, TO MEET THE ORGANIC CONTENT REQUIREMENTS IDENTIFIED ABOVE.
 - D. REPLACE STOCKPILED TOPSOIL PRIOR TO PLANTING AND RAKE TO LEVEL, REMOVING ANY SURFACE ROCKS LARGER THAN 2 INCHES IN DIAMETER.
 - E. WATER OR ROLL SOILS IN TURF AREAS TO 85% OF MAXIMUM DRY DENSITY.

DISCONNECTION CREDIT REQUIREMENTS

1. THE MAXIMUM CONTRIBUTING FLOW PATH LENGTH ACROSS THE CONTRIBUTING IMPERVIOUS AREA TO A DISCHARGE LOCATION SHALL BE 75 FEET OR LESS.
2. THE AMOUNT OF CONTRIBUTING IMPERVIOUS AREA TO ANY POINT DISCHARGE LOCATION CANNOT EXCEED 1,000 SF.
3. THE LENGTH OF THE "DISCONNECTION" SHALL BE EQUAL TO OR GREATER THAN THE CONTRIBUTING IMPERVIOUS FLOW PATH LENGTH FOR SLOPES 8% OR LESS, AND TWICE THE IMPERVIOUS FLOW PATH LENGTH FOR SLOPES 8% - 15%.
4. RUNOFF CANNOT COME FROM A DESIGNATED HOTSPOT LAND USE.

3. IMPORT TOPSOIL MIX OF SUFFICIENT ORGANIC CONTENT AND DEPTH
 - A. SCARIFY OR TILL SUBGRADE TO A DEPTH OF 4 INCHES. EXCEPT FOR WITHIN THE DRIP LINE OF EXISTING TREES, THE ENTIRE SURFACE SHALL BE DISTURBED BY SCARIFICATION.
 - B. PLACE 4 INCHES OF IMPORTED TOPSOIL MIX THAT CONTAINS 4% ORGANIC MATTER. SOILS USED IN THE MIX SHALL BE SAND OR SANDY LOAM AS DEFINED BY THE USDA.
 - C. RAKE TO LEVEL, REMOVING ANY SURFACE ROCKS GREATER THAN 2 INCHES IN DIAMETER.
 - D. WATER OR ROLL SOIL IN TURF AREAS TO 85% OF MAXIMUM DRY DENSITY.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING AND EXECUTING A PLAN FOR VERIFYING THAT THESE AREAS HAVE MET THIS STANDARD. THIS PLAN SHOULD INCLUDE A MINIMUM OF 9 TEST HOLES PER ACRE OF AREA SUBJECT TO THIS STANDARD. THESE TEST HOLES SHALL BE EXCAVATED TO 8 INCHES USING ONLY A SHOVEL DRIVEN SOLELY BY THE WEIGHT OF THE INSPECTOR AND SHALL BE A MINIMUM OF 50 FEET APART.



PROJECT NAME:	BURLINGTON BIKE PATH PHASE 3A
PROJECT NUMBER:	58109.00
FILE NAME: 58109det.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
DETAIL SHEET (4 OF 5)	SHEET 11 OF 72

QUANTITY SHEET 1

SUMMARY OF ESTIMATED QUANTITIES													TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES				
													ROADWAY	ADD ALTERNATE	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
													1		1		LS	CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS	201.10	-			
													10		10		EACH	REMOVING MEDIUM TREES	201.15	3			
													2900	500	3400		CY	COMMON EXCAVATION	203.15	16.04			
													10		10		CY	SOLID ROCK EXCAVATION	203.16	3.25			
													630		630		CY	EXCAVATION OF SURFACES AND PAVEMENTS	203.28	4.9			
													100		100		CY	EARTH BORROW	203.30	-			
													220		220		CY	SAND BORROW	203.31	2.87			
													10		10		CY	TRENCH EXCAVATION OF EARTH	204.20	1.64			
													5		5		CY	GRANULAR BACKFILL FOR STRUCTURES	204.30	3.08			
													90		90		CY	SUBBASE OF CRUSHED GRAVEL, FINE GRADED	301.26	8.4			
													1280		1280		CY	SUBBASE OF DENSE GRADED CRUSHED STONE	301.35	9.58			
													42		42		CWT	EMULSIFIED ASPHALT	404.65	0.13			
													1940		1940		TON	MARSHALL BITUMINOUS CONCRETE PAVEMENT	406.25	4.59			
													1		1		LU	PRICE ADJUSTMENT, ASPHALT CEMENT (N.A.B.I.)	406.50	-			
													19800		19800		LB	REINFORCING STEEL, LEVEL I	507.11	4.69			
													4		4		MFBM	STRUCTURAL LUMBER AND TIMBER, TREATED	522.25	0.92			
													35		35		LF	12" CPEP(SL)	601.2605	2.4			
													1		1		EACH	PRECAST REINFORCED CONCRETE CATCH BASIN WITH CAST IRON GRATE	604.20	-			
													1		1		EACH	REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS I	604.412	-			
														15	15		HR	ALL PURPOSE EXCAVATOR RENTAL, TYPE I	608.25	0.33			
													235		235		MGAL	DUST CONTROL WITH WATER	609.10	1.06			
													310		310		CY	STONE FILL, TYPE I	613.10	4.14			
													30	580	610		CY	STONE FILL, TYPE II	613.11	7.72			
														75	75		CY	STONE FILL, TYPE III	613.12	1.63			
														75	75		CY	STONE FILL, TYPE IV	613.13	1.63			
													140		140		LF	VERTICAL GRANITE CURB	616.21	3.1			
													40		40		SY	PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH	618.10	4.78			
													20		20		SF	DETECTABLE WARNING SURFACE	618.30	-			
													880		880		LF	CHAIN-LINK FENCE, 6 FEET	620.12	7.6			
													5		5		EACH	BRACING ASSEMBLY FOR CHAIN-LINK FENCE, 6 FEET	620.21	0.64			
													2620		2620		LF	REMOVING AND RESETTING FENCE	620.50	2.79			
													1930		1930		LF	REMOVAL OF EXISTING FENCE	620.55	2.6			
													1		1		EACH	ADJUST ELEVATION OF VALVE BOX	629.20	-			
													100		100		HR	FLAGGERS	630.15	-			
													1		1		LS	FIELD OFFICE, ENGINEERS	631.10	-			
													1		1		DL	RAILROAD FLAGGERS (N.A.B.I.)	632.10	-			
													1		1		LS	MOBILIZATION/DEMOBILIZATION	635.11	-			
													1		1		LS	TRAFFIC CONTROL	641.10	-			
													1700		1700		LF	4 INCH YELLOW LINE, WATERBORNE PAINT	646.2111	2.75			
													50		50		LF	6 INCH WHITE LINE, WATERBORNE PAINT	646.2141	8.46			

QUANTITY SHEET 2

SUMMARY OF ESTIMATED QUANTITIES													TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES				
													ROADWAY	ADD ALTERNATE	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
													10		10		LF	12 INCH WHITE LINE, WATERBORNE PAINT	646.241	-			
													10		10		LF	24 INCH STOP BAR, WATERBORNE PAINT	646.261	1			
													60		60		EACH	LETTER OR SYMBOL, WATERBORNE PAINT	646.301	-			
													60		60		LF	CROSSWALK MARKING, WATERBORNE PAINT	646.311	3			
													3510		3510		SY	GEOTEXTILE FOR ROADBED SEPARATOR	649.11	7.75			
													3850		3850		SY	GEOTEXTILE UNDER STONE FILL	649.31	1.5			
													500		500		SY	GEOTEXTILE FOR FILTER CURTAIN	649.61	44.06			
													220	4	224		LB	SEED	651.15	2.74			
													630	12	642		LB	FERTILIZER	651.18	9.84			
													3	0.25	3.25		TON	AGRICULTURAL LIMESTONE	651.20	0.72			
													510	10	520		CY	TOPSOIL	651.35	10.06			
													3	0.25	3.25		TON	HAY MULCH	653.10	0.77			
													1120		1120		SY	ROLLED EROSION CONTROL PRODUCT, TYPE I	653.20	2.89			
													2		2		EACH	INLET PROTECTION DEVICE, TYPE II	653.41	-			
													50	700	750		LF	SILT FENCE, TYPE I	653.475	8.03			
													1200		1200		LF	SILT FENCE, TYPE II	653.476	18.07			
													5470		5470		LF	PROJECT DEMARCATION FENCE	653.55	8.11			
													57		57		EACH	DECIDUOUS TREES	656.30	-			
													123		123		EACH	DECIDUOUS SHRUBS	656.35	-			
													277		277		EACH	PERENNIALS	656.41	-			
													14		14		MGAL	LANDSCAPE WATERING	656.65	-			
													1		1		LS	TREE PROTECTION	656.85	-			
													36		36		SF	TRAFFIC SIGN, TYPE A	675.20	0.42			
													110		110		LF	SQUARE TUBE SIGN POST AND ANCHOR	675.341	-			
													12		12		EACH	REMOVING SIGNS	675.50	-			
													4		4		EACH	RESETTING SIGNS	675.60	-			
													700		700		LF	WIRED CONDUIT (1 1/2" PVC)	678.23	23			
													9		9		EACH	REMOVE STREET LIGHT ASSEMBLY	679.24	-			
													20		20		CY	SPECIAL PROVISION (CONTAMINATED MEDIA)	900.608	-			
													530		530		CY	SPECIAL PROVISION (DISPOSAL OF CLASS I SOILS)	900.608	2.21			
													1320		1320		CY	SPECIAL PROVISION (DISPOSAL OF CLASS II SOILS)	900.608	0.54			
													660		660		CY	SPECIAL PROVISION (DISPOSAL OF CLASS III SOILS)	900.608	0.27			
													135		135		CY	SPECIAL PROVISION (DISPOSAL OF CLASS IV SOILS)	900.608	3.05			
													155		155		CY	SPECIAL PROVISION (EXPOSED AGGREGATE CONCRETE)	900.608	0.61			
													175		175		CY	SPECIAL PROVISION (MANAGEMENT OF CLASS I SOILS)	900.608	0.08			
													440		440		CY	SPECIAL PROVISION (MANAGEMENT OF CLASS II SOILS)	900.608	2.71			
													220		220		CY	SPECIAL PROVISION (MANAGEMENT OF CLASS III SOILS)	900.608	1.35			
													45		45		CY	SPECIAL PROVISION (MANAGEMENT OF CLASS IV SOILS)	900.608	1.27			
													95		95		CY	SPECIAL PROVISION (SAND SEED BANK)	900.608	3.7			
													3230		3230		CY	SPECIAL PROVISION (STONE REVETMENT MATERIAL)	900.608	3.66			

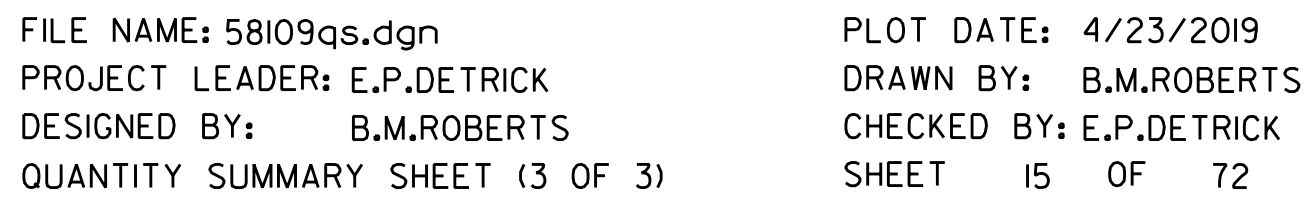
PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A
PROJECT NUMBER: 58109.00

FILE NAME: 58109qs.dgn
PROJECT LEADER: E.P.DETRICK
DESIGNED BY: B.M.ROBERTS
QUANTITY SUMMARY SHEET (2 OF 3)

PLOT DATE: 4/23/2019
DRAWN BY: B.M.ROBERTS
CHECKED BY: E.P.DETRICK
SHEET 14 OF 72



PROJECT NAME:	BURLINGTON BIKE PATH PHASE 3A		
PROJECT NUMBER:	58I09.00		
FILE NAME: 58I09qs.dgn		PLOT DATE: 4/23/2019	
PROJECT LEADER: E.P.DETRICK		DRAWN BY: B.M.ROBERTS	
DESIGNED BY: B.M.ROBERTS		CHECKED BY: E.P.DETRICK	
QUANTITY SUMMARY SHEET (3 OF 3)		SHEET 15 OF 72	



SEGMENT 0

POINT	STATION	NORTHING	EASTING
POT	0+14.72	710234.25	1453689.91
POT	21+24.84	712009.67	1452848.91

SEGMENT 0 EXTENDS FROM QUEEN CITY
PARK ROAD TO HOME AVENUE.
LENGTH OF SEGMENT 0 = 2110.12 FT

SEGMENT 1

POINT	STATION	NORTHING	EASTING
PC	136+55.00	714618.62	1451955.30
POE	138+58.38	714817.31	1451980.21

SEGMENT 1 EXTENDS FROM PROCTOR PLACE
TO HARRISON AVENUE.
LENGTH OF SEGMENT 1 = 335.31 FT

SEGMENT 2

POINT	STATION	NORTHING	EASTING
POB	200+00.00	714817.31	1451980.21
POC	207+40.50	714828.22	1452720.22

SEGMENT 2 EXTENDS THE LENGTH OF HARRISON
AVENUE.
LENGTH OF SEGMENT 2 = 740.50 FT

SEGMENT 3

POINT	STATION	NORTHING	EASTING
POT	314+87.23	717194.24	1452731.62
POE	316+09.25	717316.24	1452733.53

SEGMENT 3 EXTENDS FROM THE BLODGETT
PROPERTY TO THE BEGINNING OF THE LAKE
SHORE.
LENGTH OF SEGMENT 3 = 122.02 FT

SEGMENT 4

POINT	STATION	NORTHING	EASTING
POB	400+00.00	717316.24	1452733.53
POE	425+87.17	719696.94	1452337.70

SEGMENT 4 EXTENDS FROM BEGINNING OF THE
LAKE SHORE TO PERKINS PIER.
LENGTH OF SEGMENT 4 = 2,587.17 FT

SEGMENT 5

POINT	STATION	NORTHING	EASTING
POB	1000+00.00	719696.94	1452337.70
POE	1007+50.70	720164.14	1452643.35

SEGMENT 5 EXTENDS FROM PERKINS PIER TO
MAPLE STREET.
LENGTH OF SEGMENT 5 = 750.70 FT

LEGEND

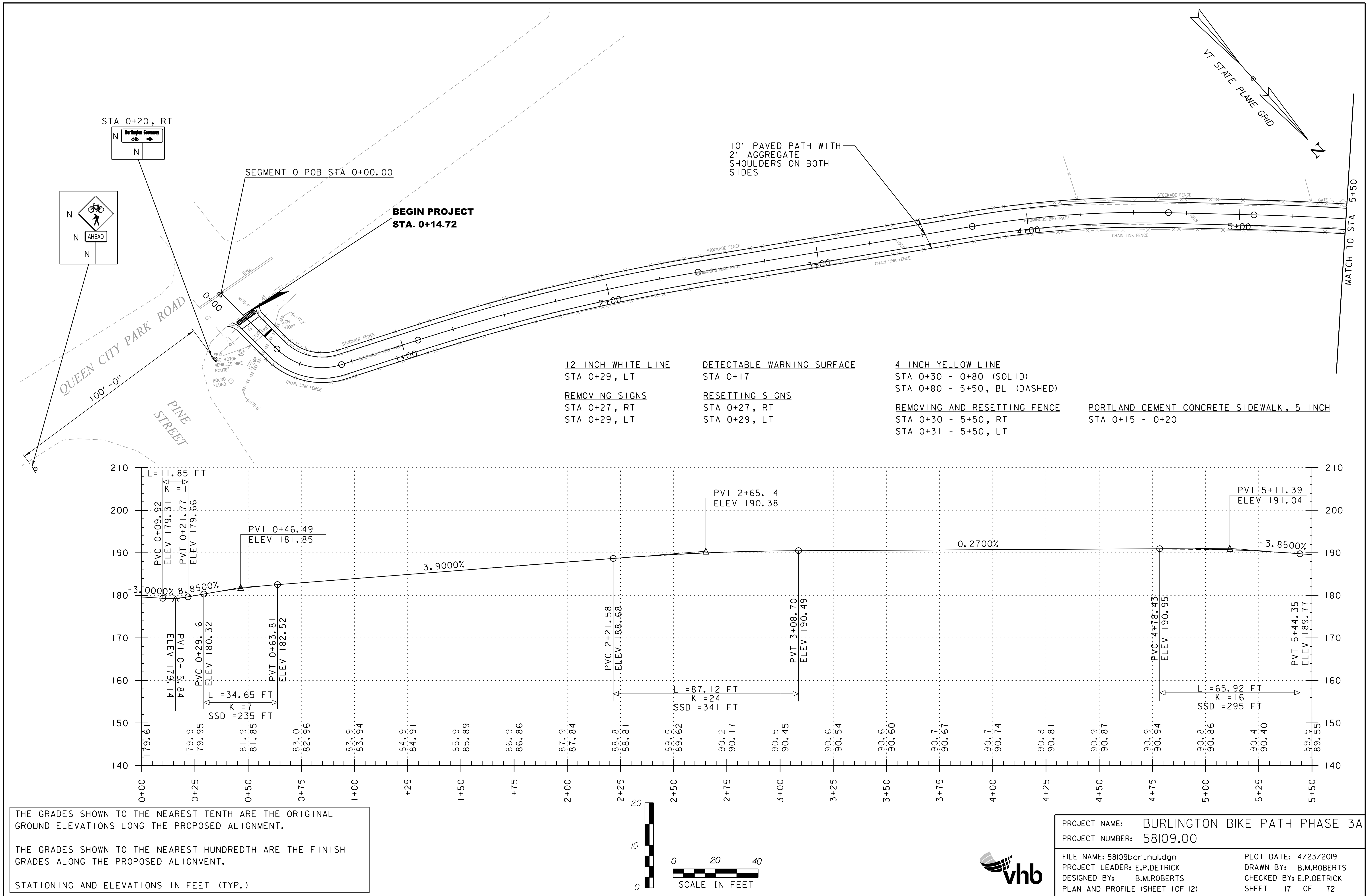
POB POINT OF BEGINNING ALIGNMENT
POE POINT OF END ALIGNMENT

NOTES:

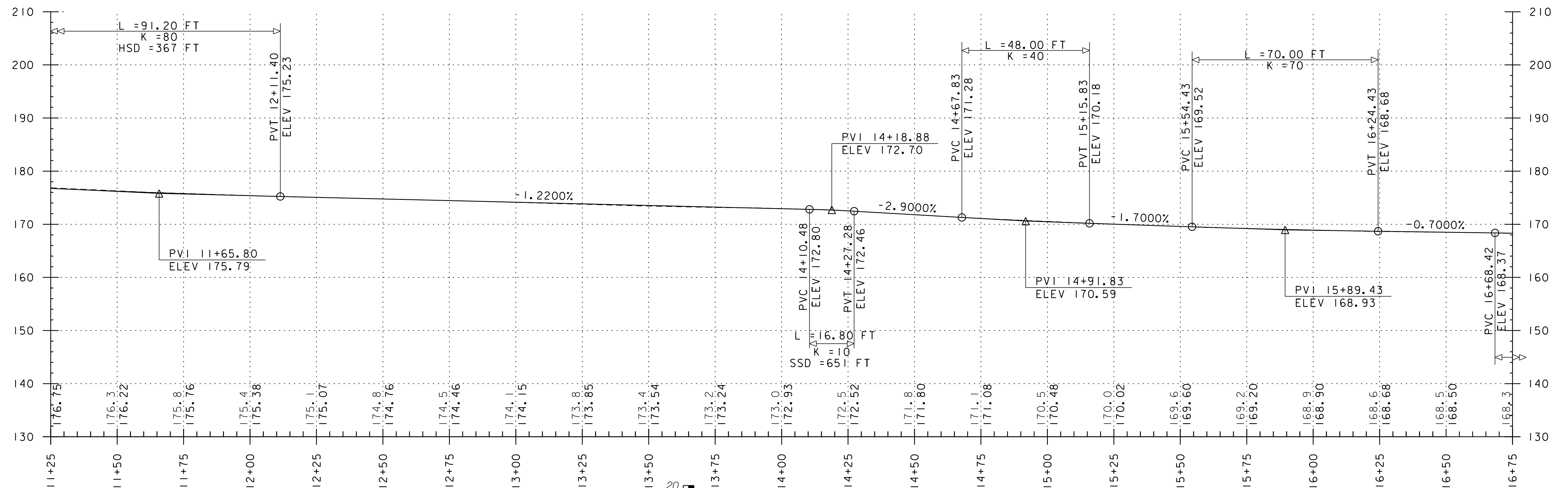
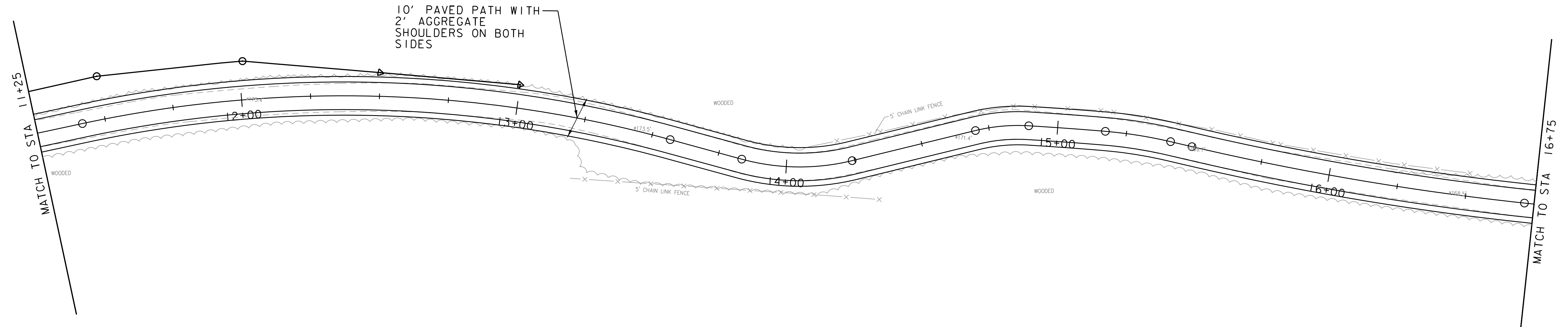
BASELINE STATIONING IS NOT CONTINUOUS.
EQUALITIES HAVE BEEN INCORPORATED INTO THE
BASELINE STATIONING. SEE LAYOUT SHEETS FOR
EQUALITY INFORMATION AND CURVE DATA.

PROJECT NAME:	BURLINGTON BIKE PATH PHASE 3A
PROJECT NUMBER:	58109.00
FILE NAME: z58109all.pt.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P.DETRICK	DRAWN BY: C.K.FORD
DESIGNED BY: B.M.ROBERTS	CHECKED BY: E.P.DETRICK
ALIGNMENT POINTS SHEET	SHEET 16 OF 72





VT STATE PLANE GRID



FILE NAME: 58I09bdr_nul.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P.DETRICK	DRAWN BY: B.M.ROBERTS
DESIGNED BY: B.M.ROBERTS	CHECKED BY: E.P.DETRICK
PLAN AND PROFILE (SHEET 3 OF 12)	SHEET 19 OF 72

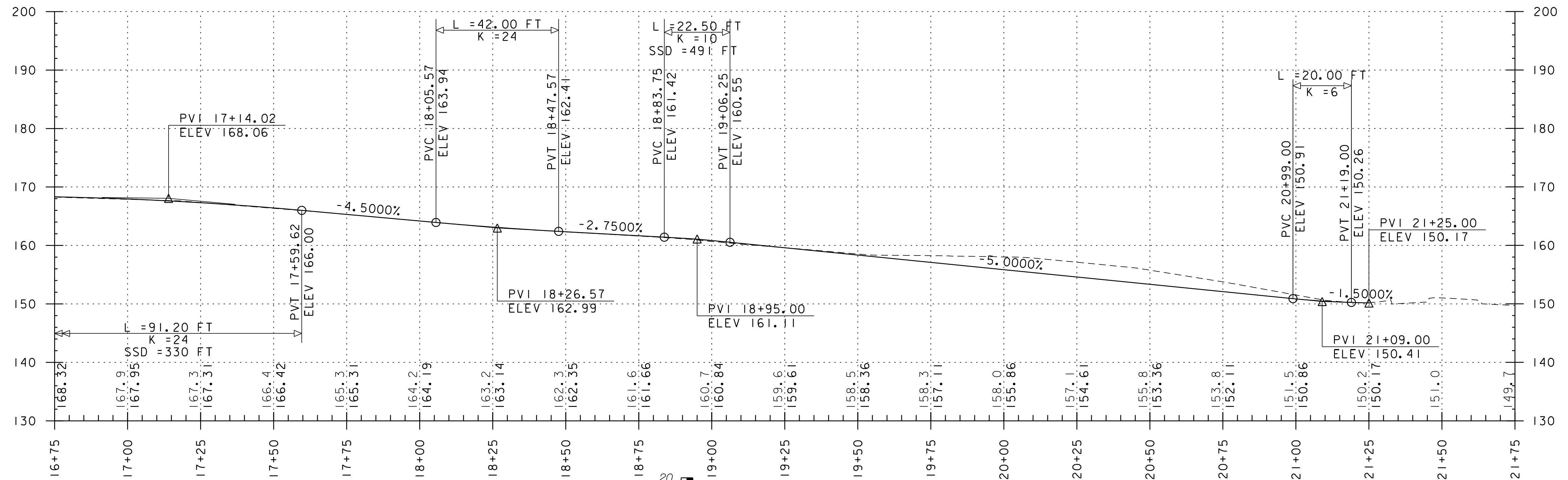
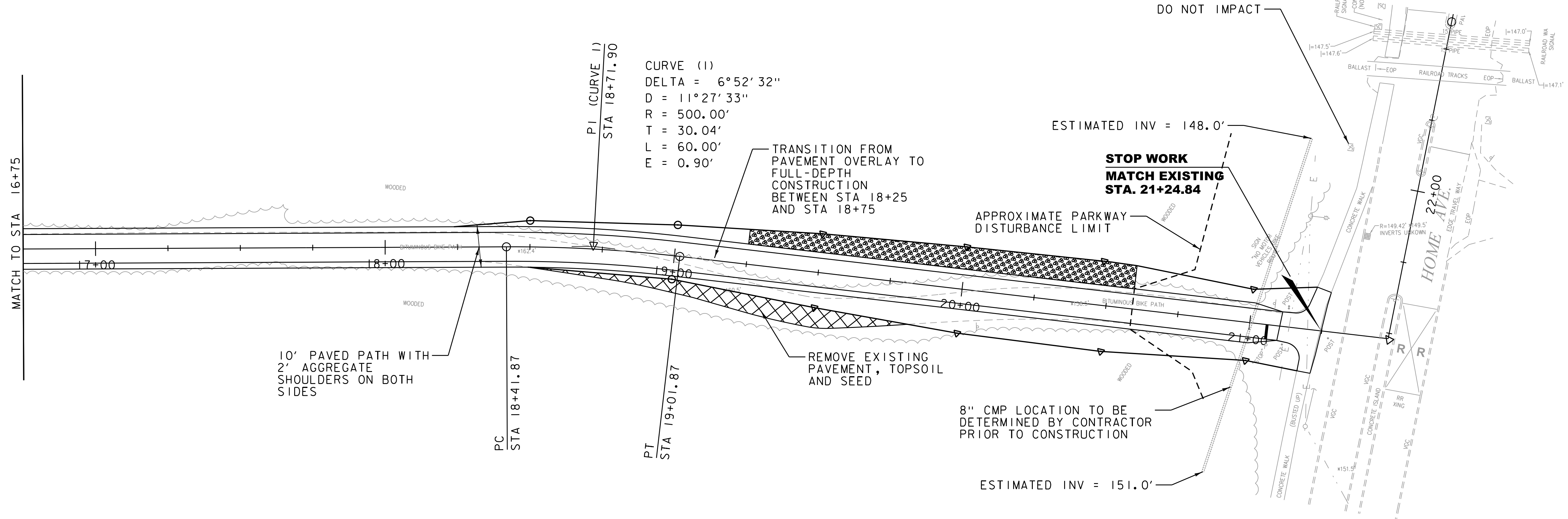
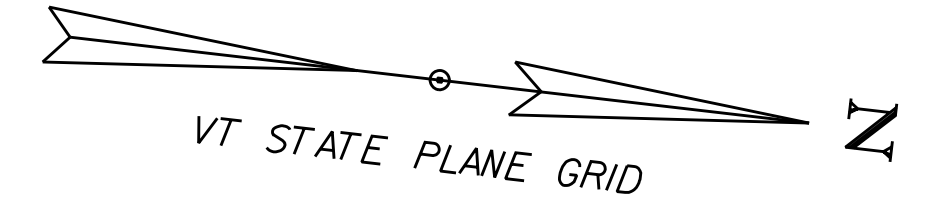
12 INCH WHITE LINE
STA 21+06
STONE FILL, TYPE I
STA 19+25 - 21+15, LT

4 INCH YELLOW LINE
STA 16+75 - 20+56, BL (DASHED)
STA 20+56 - 21+06, BL (SOLID)

REMOVING SIGNS
STA 21+06, RT
STA 21+08, LT

RESETTING SIGNS
STA 21+06, RT
STA 21+08, LT

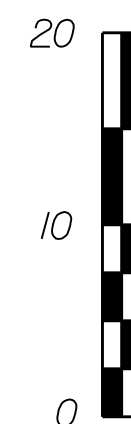
PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
STA 21+10 - 21+25



THE GRADES SHOWN TO THE NEAREST TENTH ARE THE ORIGINAL
GROUND ELEVATIONS LONG THE PROPOSED ALIGNMENT.

THE GRADES SHOWN TO THE NEAREST HUNDREDTH ARE THE FINISH
GRADES ALONG THE PROPOSED ALIGNMENT.

STATIONING AND ELEVATIONS IN FEET (TYP.)



0 20 40
SCALE IN FEET



PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A
PROJECT NUMBER: 58109.00

FILE NAME: 58109bdr_nul.dgn
PROJECT LEADER: E.P.DETRICK
DESIGNED BY: B.M.ROBERTS
PLAN AND PROFILE (SHEET 4 OF 12)

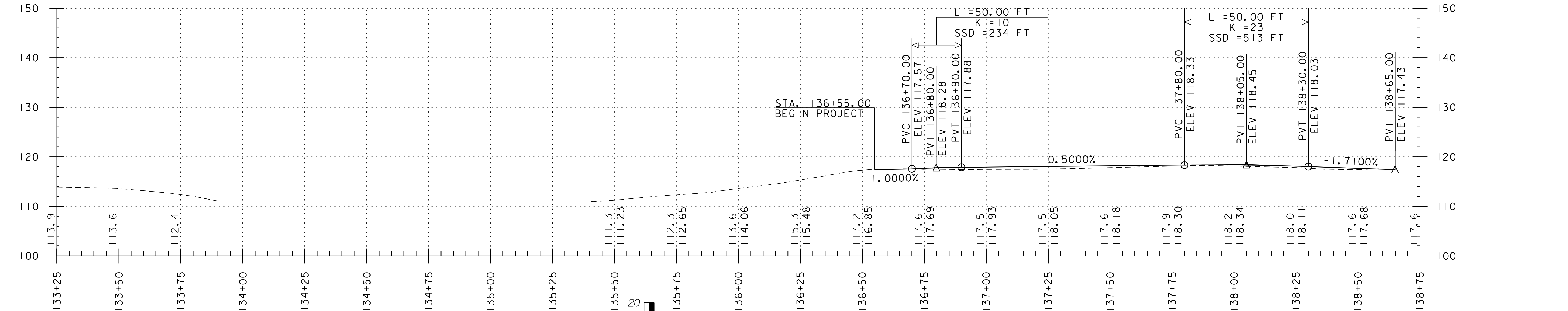
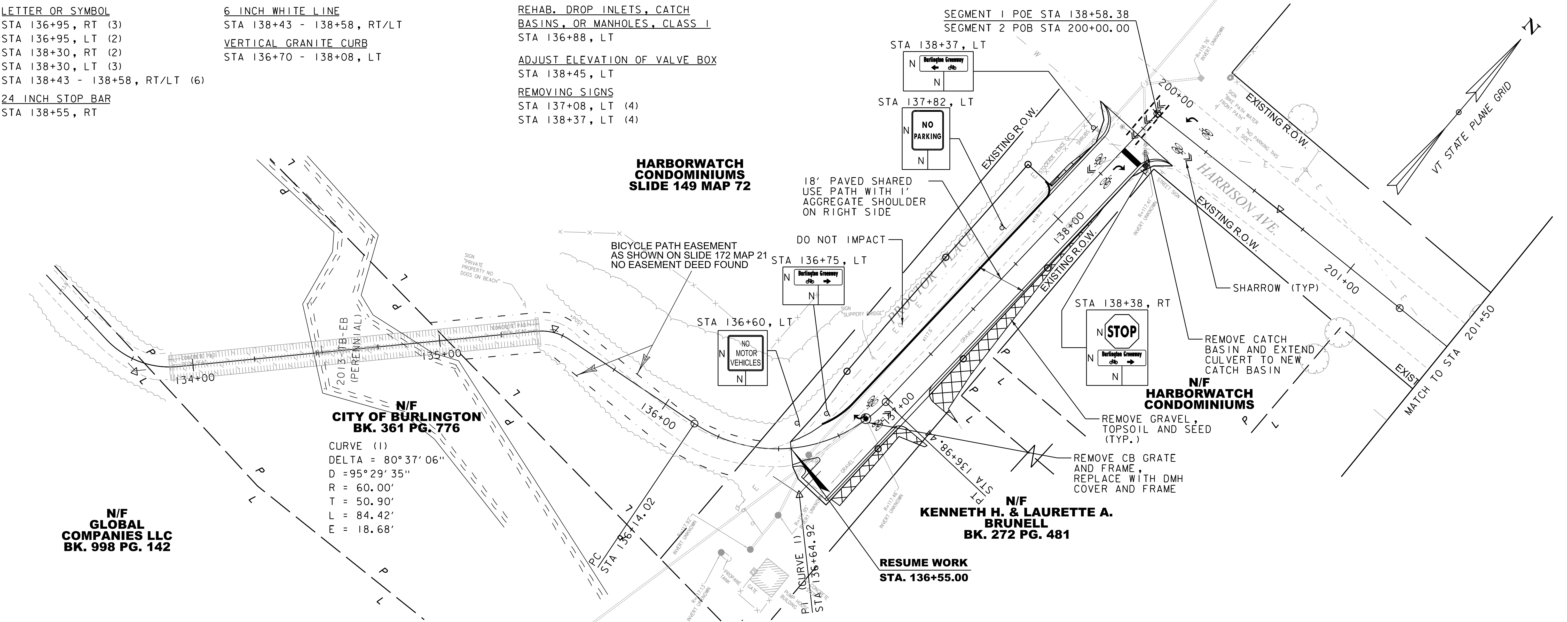
PLOT DATE: 4/23/2019
DRAWN BY: B.M.ROBERTS
CHECKED BY: E.P.DETRICK
SHEET 20 OF 72

LETTER OR SYMBOL
STA 136+95, RT (3)
STA 136+95, LT (2)
STA 138+30, RT (2)
STA 138+30, LT (3)
STA 138+43 - 138+58, RT/LT (6)
24 INCH STOP BAR
STA 138+55, RT

6 INCH WHITE LINE
STA 138+43 - 138+58, RT/LT
VERTICAL GRANITE CURB
STA 136+70 - 138+08, LT

REHAB. DROP INLETS, CATCH
BASINS, OR MANHOLES, CLASS 1
STA 136+88, LT
ADJUST ELEVATION OF VALVE BOX
STA 138+45, LT
REMOVING SIGNS
STA 137+08, LT (4)
STA 138+37, LT (4)

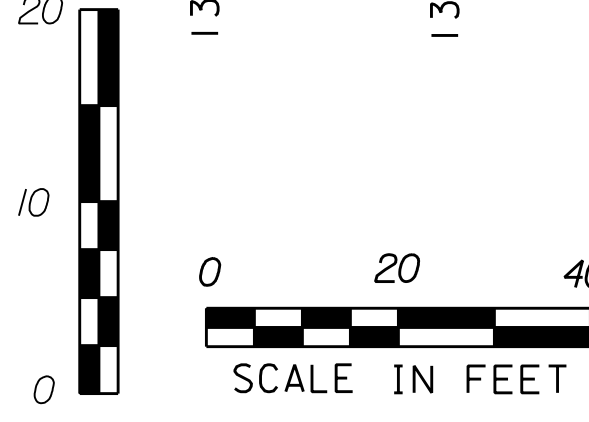
SEGMENT 1 POE STA 138+58.38
SEGMENT 2 POB STA 200+00.00



THE GRADES SHOWN TO THE NEAREST TENTH ARE THE ORIGINAL
GROUND ELEVATIONS LONG THE PROPOSED ALIGNMENT.

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GRADES ALONG THE PROPOSED ALIGNMENT.

STATIONING AND ELEVATIONS IN FEET (TYP.)

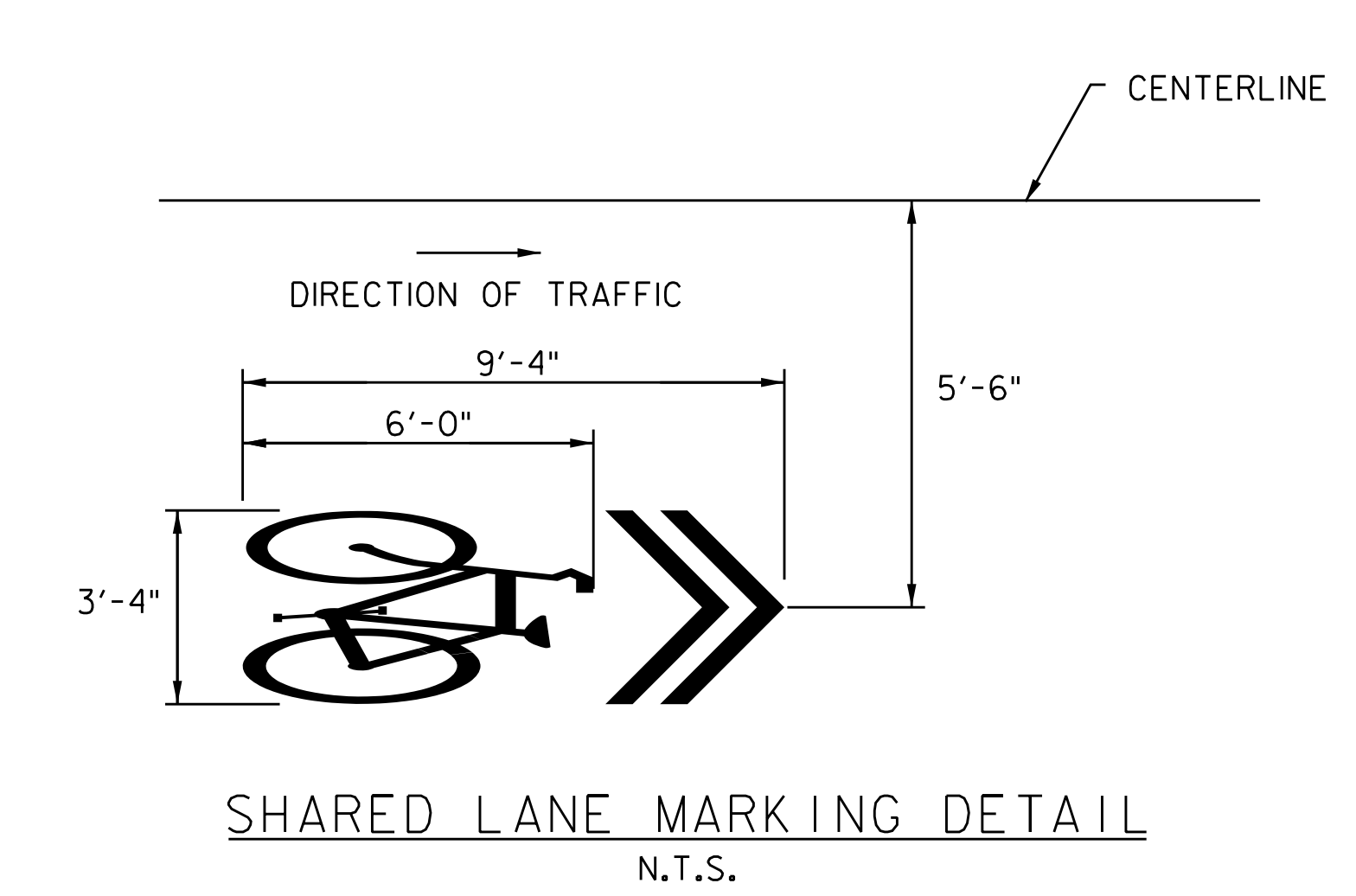
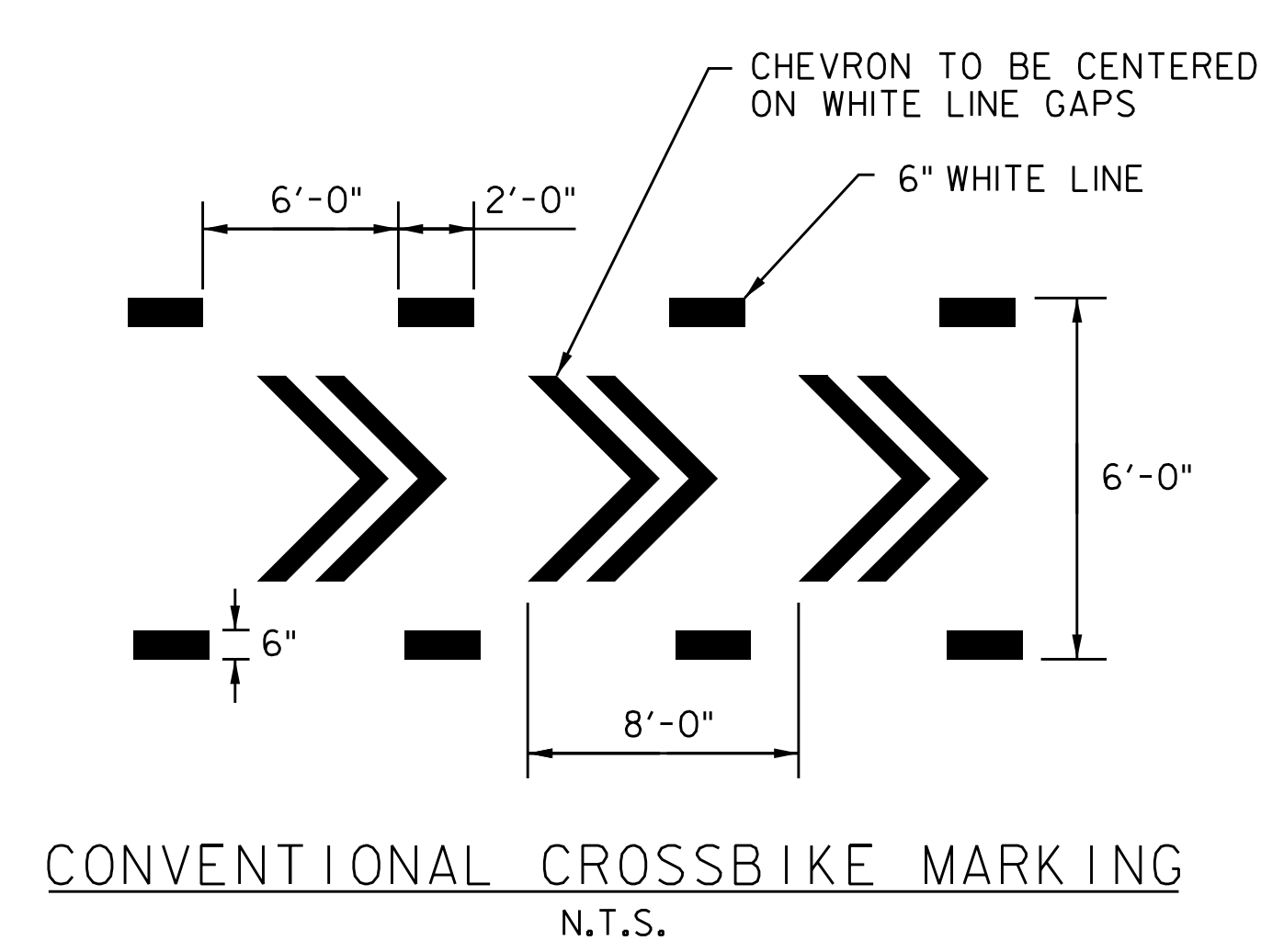
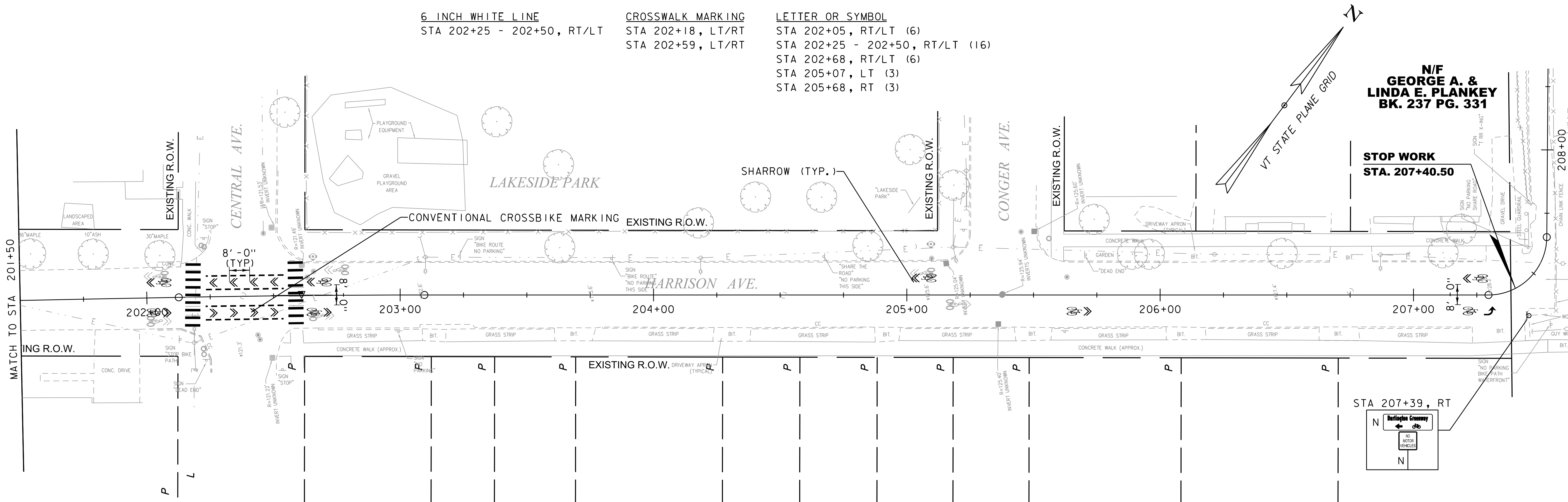


PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A
PROJECT NUMBER: 58109.00

FILE NAME: 58109bdr_nul.dgn
PROJECT LEADER: E.P.DETRICK
DESIGNED BY: B.M.ROBERTS
PLAN AND PROFILE (SHEET 5 OF 12)

PLOT DATE: 4/23/2019
DRAWN BY: B.M.ROBERTS
CHECKED BY: E.P.DETRICK
SHEET 21 OF 72





PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A	
PROJECT NUMBER: 58109.00	
FILE NAME: 58109bdr_nul.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P.DETRICK	DRAWN BY: B.M.ROBERTS
DESIGNED BY: B.M.ROBERTS	CHECKED BY: E.P.DETRICK
PLAN AND PROFILE (SHEET 6 OF 12)	SHEET 22 OF 72

4 INCH YELLOW LINE
STA 314+88 - 404+25, BL (DASHED)

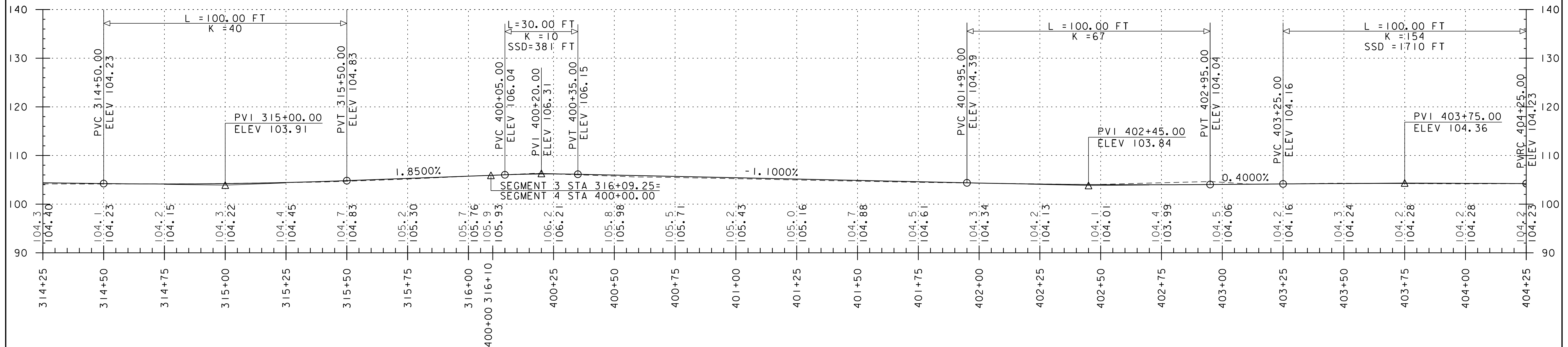
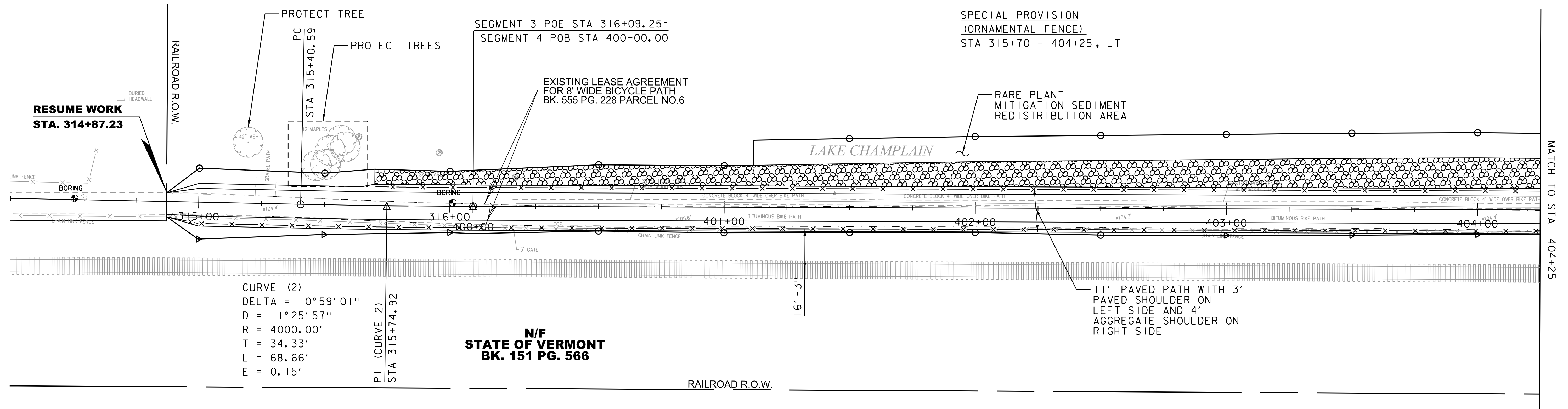
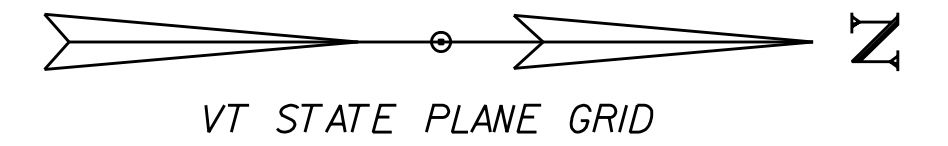
REMOVAL OF EXISTING FENCE
STA 400+16 - 404+25, LT

SPECIAL PROVISION
(STONE REVETMENT MATERIAL)
STA 400+15 - 404+25, LT

REMOVING AND RESETTNG FENCE
STA 314+87.23 - 404+25, RT

SPECIAL PROVISION (SAND SEED BANK)
STA 400+80 - 404+25, LT

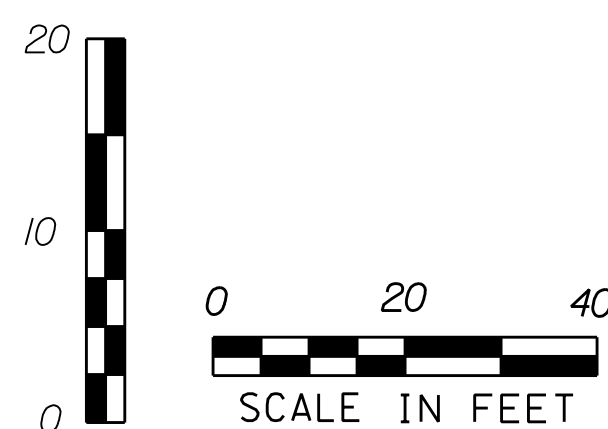
SPECIAL PROVISION
(ORNAMENTAL FENCE)
STA 315+70 - 404+25, LT



THE GRADES SHOWN TO THE NEAREST TENTH ARE THE ORIGINAL
GROUND ELEVATIONS LONG THE PROPOSED ALIGNMENT.

THE GRADES SHOWN TO THE NEAREST HUNDREDTH ARE THE FINISH
GRADES ALONG THE PROPOSED ALIGNMENT.

STATIONING AND ELEVATIONS IN FEET (TYP.)



PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A	
PROJECT NUMBER: 58109.00	
FILE NAME: 58109bdr_nul.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P.DETRICK	DRAWN BY: B.M.ROBERTS
DESIGNED BY: B.M.ROBERTS	CHECKED BY: E.P.DETRICK
PLAN AND PROFILE (SHEET 7 OF 12)	SHEET 23 OF 72

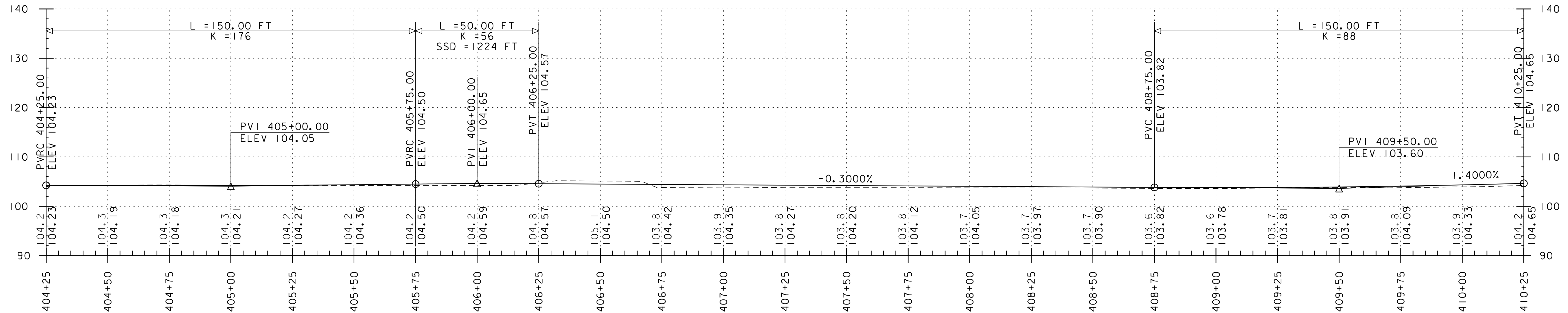
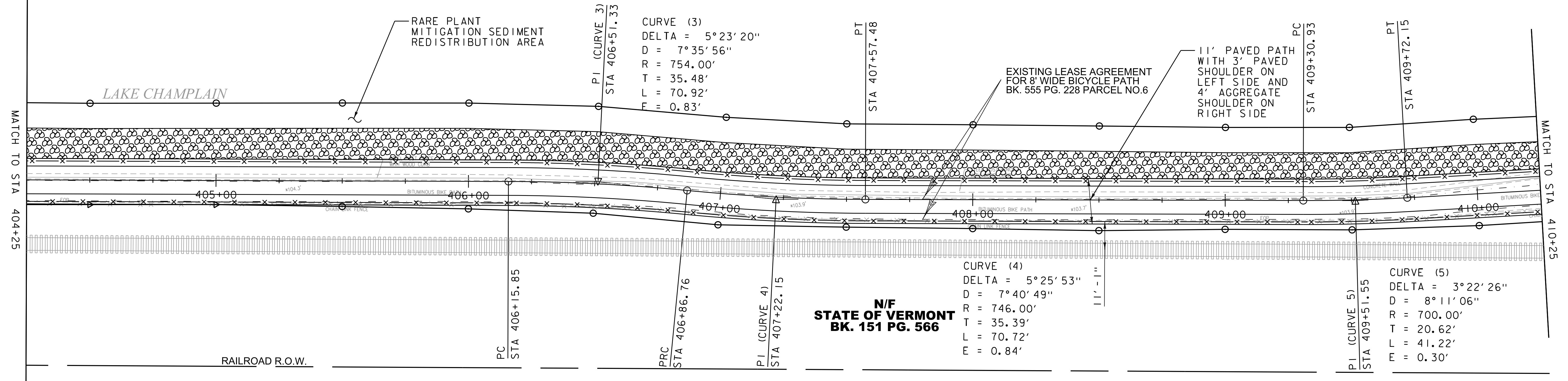
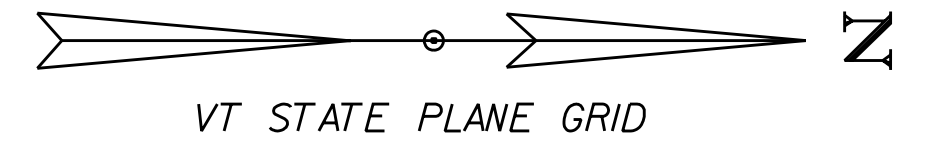
4 INCH YELLOW LINE
STA 404+25 - 410+21, BL (DASHED)
STA 410+21 - 410+25, BL (SOLID)

REMOVING AND RESETTNG FENCE
STA 404+25 - 410+25, RT
REMOVAL OF EXISTING FENCE
STA 404+25 - 410+25, LT

SPECIAL PROVISION
(STONE REVETMENT MATERIAL)
STA 404+25 - 410+25, LT

SPECIAL PROVISION (SAND SEED BANK)
STA 404+25 - 410+25, LT

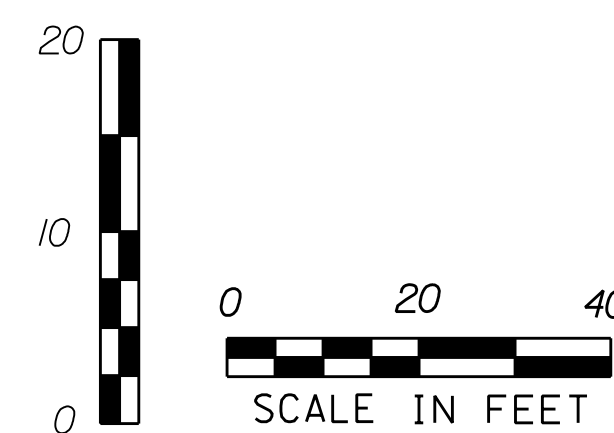
SPECIAL PROVISION
(ORNAMENTAL FENCE)
STA 404+25 - 410+25, LT



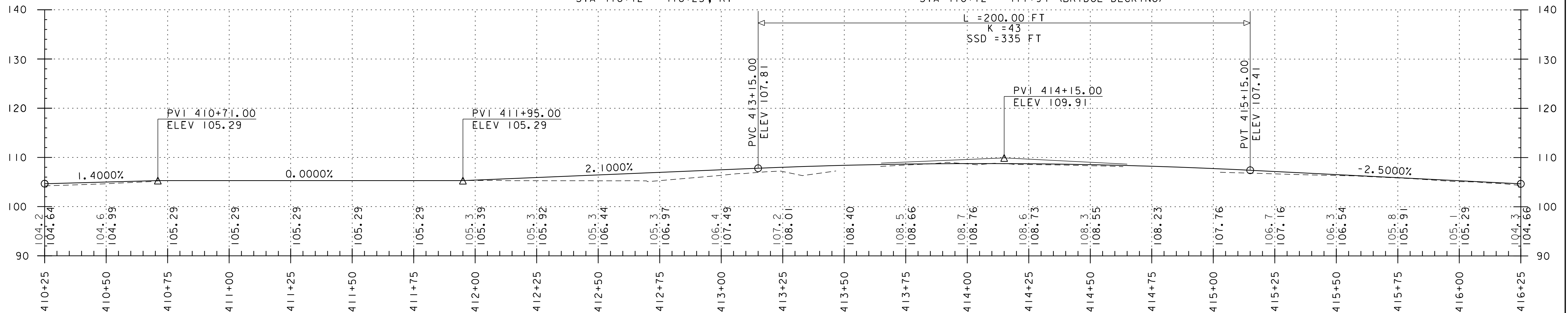
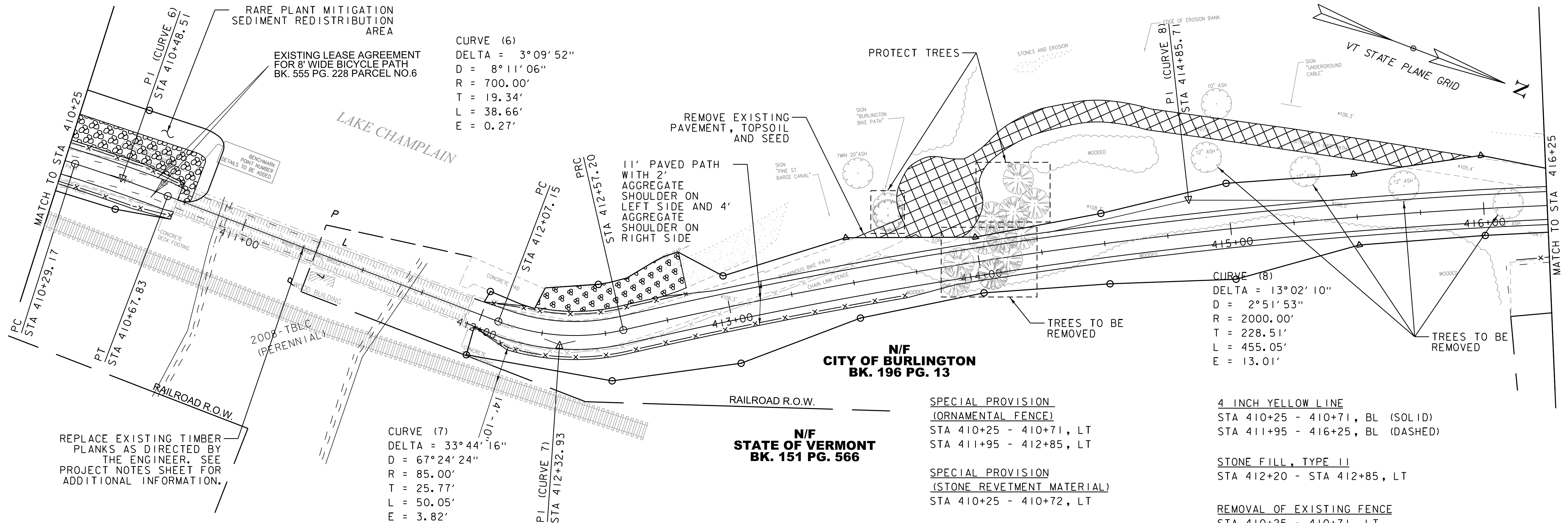
THE GRADES SHOWN TO THE NEAREST TENTH ARE THE ORIGINAL
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THE GRADES SHOWN TO THE NEAREST HUNDREDTH ARE THE FINISH
GRADES ALONG THE PROPOSED ALIGNMENT.

STATIONING AND ELEVATIONS IN FEET (TYP.)



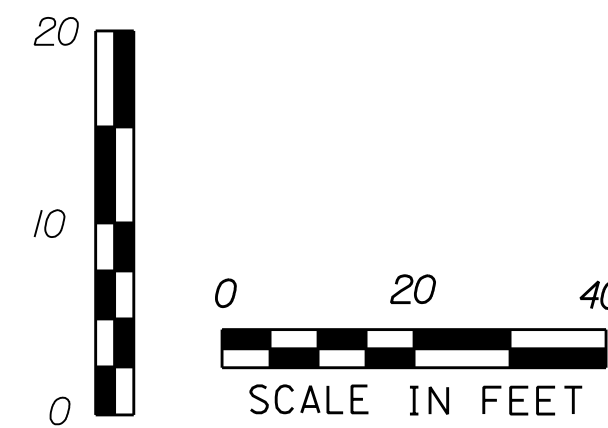
PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A
PROJECT NUMBER: 58109.00
FILE NAME: 58109bdr_nul.dgn
PROJECT LEADER: E.P.DETRICK
DESIGNED BY: B.M.ROBERTS
PLAN AND PROFILE (SHEET 8 OF 12)
PLOT DATE: 4/23/2019
DRAWN BY: B.M.ROBERTS
CHECKED BY: E.P.DETRICK
SHEET 24 OF 72



THE GRADES SHOWN TO THE NEAREST TENTH ARE THE ORIGINAL GROUND ELEVATIONS LONG THE PROPOSED ALIGNMENT.

THE GRADES SHOWN TO THE NEAREST HUNDREDTH ARE THE FINISH GRADES ALONG THE PROPOSED ALIGNMENT.

STATIONING AND ELEVATIONS IN FEET (TYP.)



PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A
 PROJECT NUMBER: 58109.00

FILE NAME: 58109bdr_nul.dgn
 PROJECT LEADER: E.P.DETRICK
 DESIGNED BY: B.M.ROBERTS
 PLAN AND PROFILE (SHEET 9 OF 12)

PLOT DATE: 4/23/2019
 DRAWN BY: B.M.ROBERTS
 CHECKED BY: E.P.DETRICK
 SHEET 25 OF 72

4 INCH YELLOW LINE
STA 416+25 - 422+25, BL (DASHED)

STONE FILL, TYPE I
STA 421+75 - 422+25, LT

SPECIAL PROVISION
(THREE RAIL PEDESTRIAN FENCE)
STA 416+25 - 419+50, RT

SPECIAL PROVISION
(EXPOSED AGGREGATE CONCRETE)
STA 420+77 - 420+81, RT
STA 421+50 - 422+25

CURVE (11)
DELTA = 112° 17' 00"
D = 114° 35' 30" (1) D = 28° 38' 52" (2) D = 114° 35' 30" (3)
R = 50.00' (1) R = 200.00' (2) R = 50.00' (3)
T = 131.90' (1) T = 139.65' (2)
L = 42.16' (1) L = 92.22' (2) L = 32.77' (3)
E = 91.06'

REMOVE EXISTING PAVEMENT.
SEE LANDSCAPING PLANS FOR
FURTHER DETAIL

REMOVE AND RESET PAVERS TO IMPROVE
CONNECTION TO ENTRANCE WALKWAYS
(INCIDENTAL TO ITEM 203.28, EXCAVATION
OF SURFACES AND PAVEMENTS)

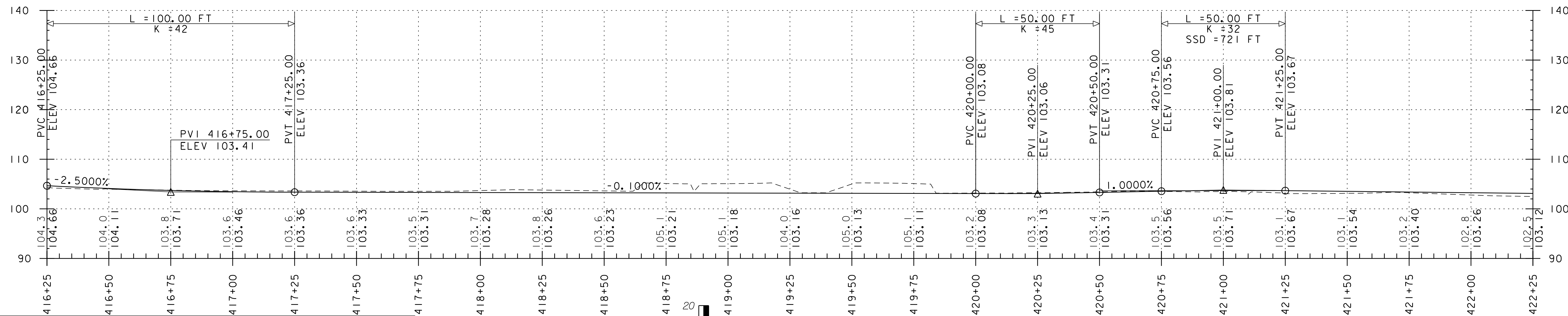
11' PAVED PATH
WITH 2' AGGREGATE
SHOULDER ON BOTH
SIDES

CURVE (9)
DELTA = 4° 59' 26"
D = 14° 19' 26"
R = 400.00'
T = 17.43'
L = 34.84'
E = 0.38'

N/F
CITY OF BURLINGTON
BK. 196 PG. 13

N/F
STATE OF VERMONT
BK. 297 PG. 57

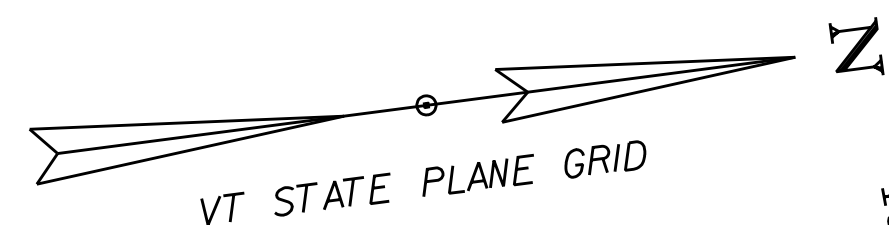
CURVE (10)
DELTA = 66° 21' 17"
D = 76° 23' 40" (1) D = 32° 44' 26" (2)
R = 75.00' (1) R = 175.00' (2)
T = 61.55' (1) T = 90.51' (2)
L = 50.59' (1) L = 84.63' (2)
E = 22.03'



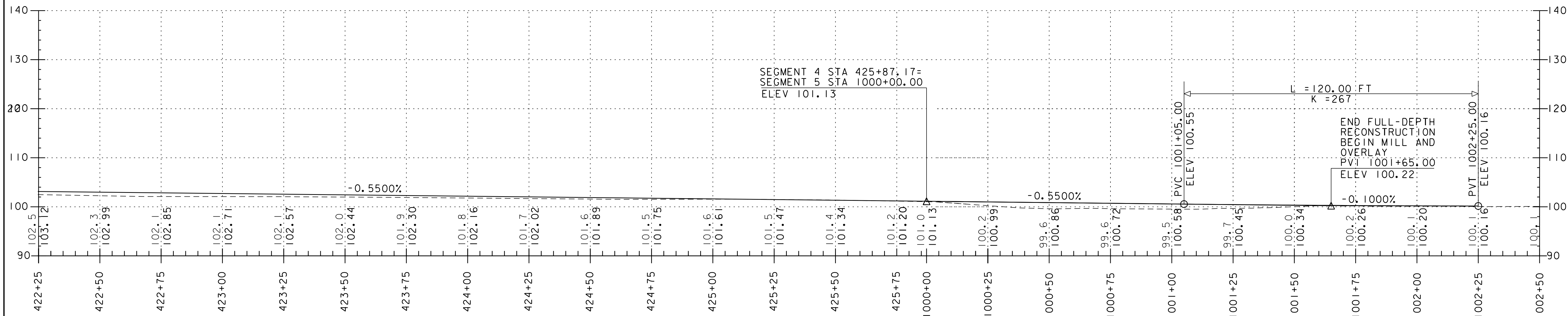
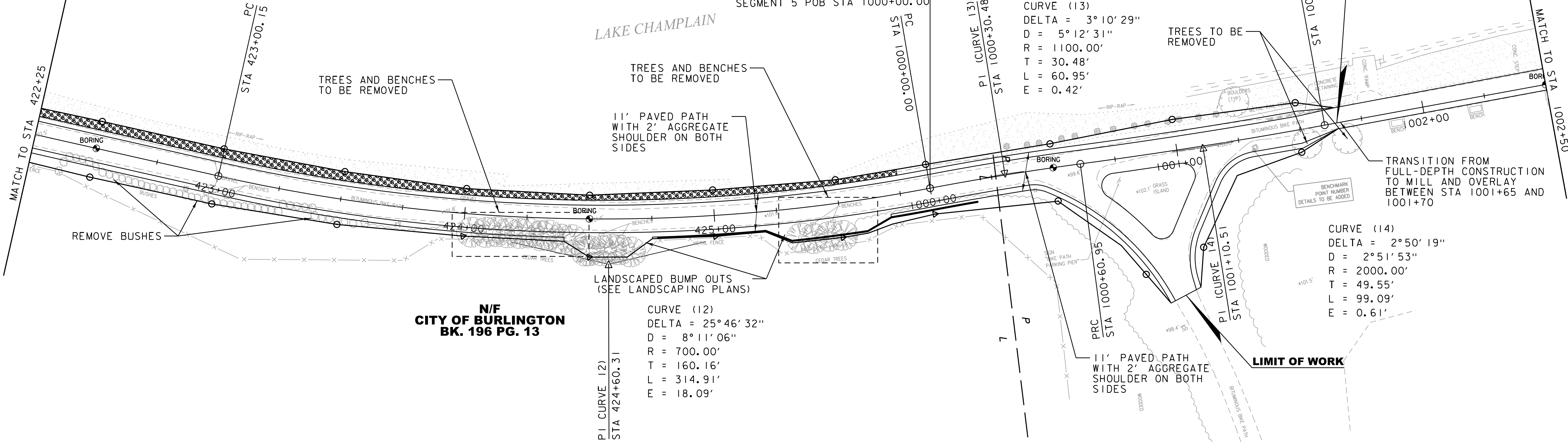
4 INCH YELLOW LINE
STA 422+25 - 1000+25, BL (DASHED)
STONE FILL, TYPE I
STA 422+25 - 425+75, LT

STRUCTURAL LUMBER AND TIMBER, TREATED
STA 424+77 - 426+05, RT (TIMBER RETAINING WALL)
SPECIAL PROVISION
(EXPOSED AGGREGATE CONCRETE)
STA 422+25 - 1000+38

SEGMENT 4 POE STA 425+87.17=
SEGMENT 5 POB STA 1000+00.00



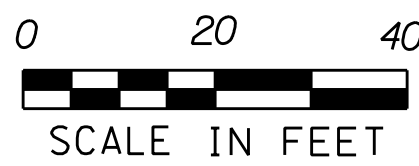
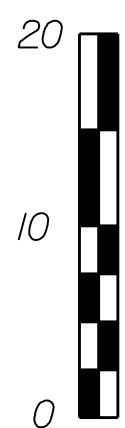
**END FULL-DEPTH RECONSTRUCTION
BEGIN MILL AND OVERLAY
STA. 1001+65.00**



THE GRADES SHOWN TO THE NEAREST TENTH ARE THE ORIGINAL
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GRADES ALONG THE PROPOSED ALIGNMENT.

STATIONING AND ELEVATIONS IN FEET (TYP.)



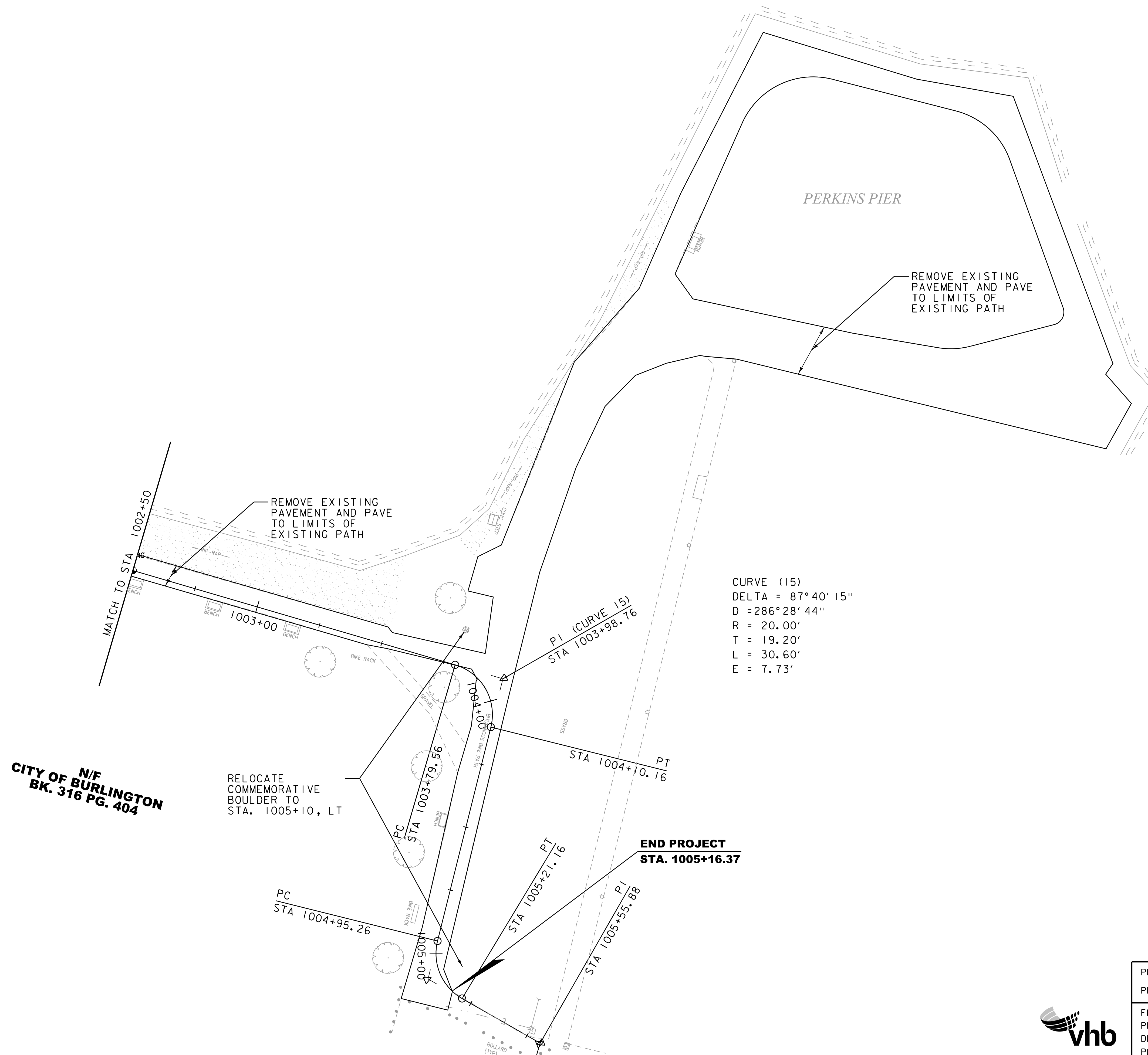
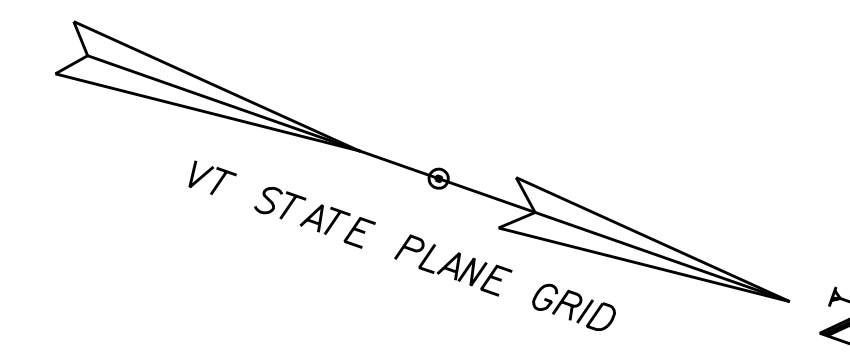
SCALE IN FEET

PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A
PROJECT NUMBER: 58109.00

FILE NAME: 58109bdr_nul.dgn
PROJECT LEADER: E.P.DETRICK
DESIGNED BY: B.M.ROBERTS
PLAN AND PROFILE (SHEET 11 OF 12)

PLOT DATE: 4/23/2019
DRAWN BY: B.M.ROBERTS
CHECKED BY: E.P.DETRICK
SHEET 27 OF 72





N/F
CITY OF BURLINGTON
BK. 316 PG. 404

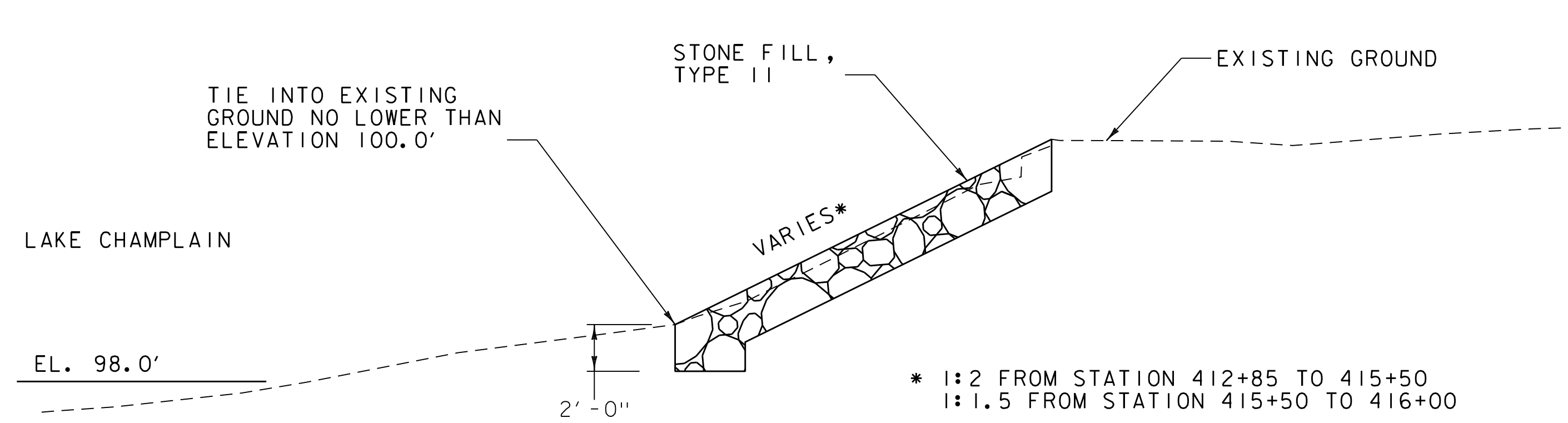
RELOCATE
COMMEMORATIVE
BOULDER TO
STA. 1005+10, LT

CURVE (15)
DELTA = 87°40'15\"/>
D = 286°28'44\"/>
R = 20.00'
T = 19.20'
L = 30.60'
E = 7.73'

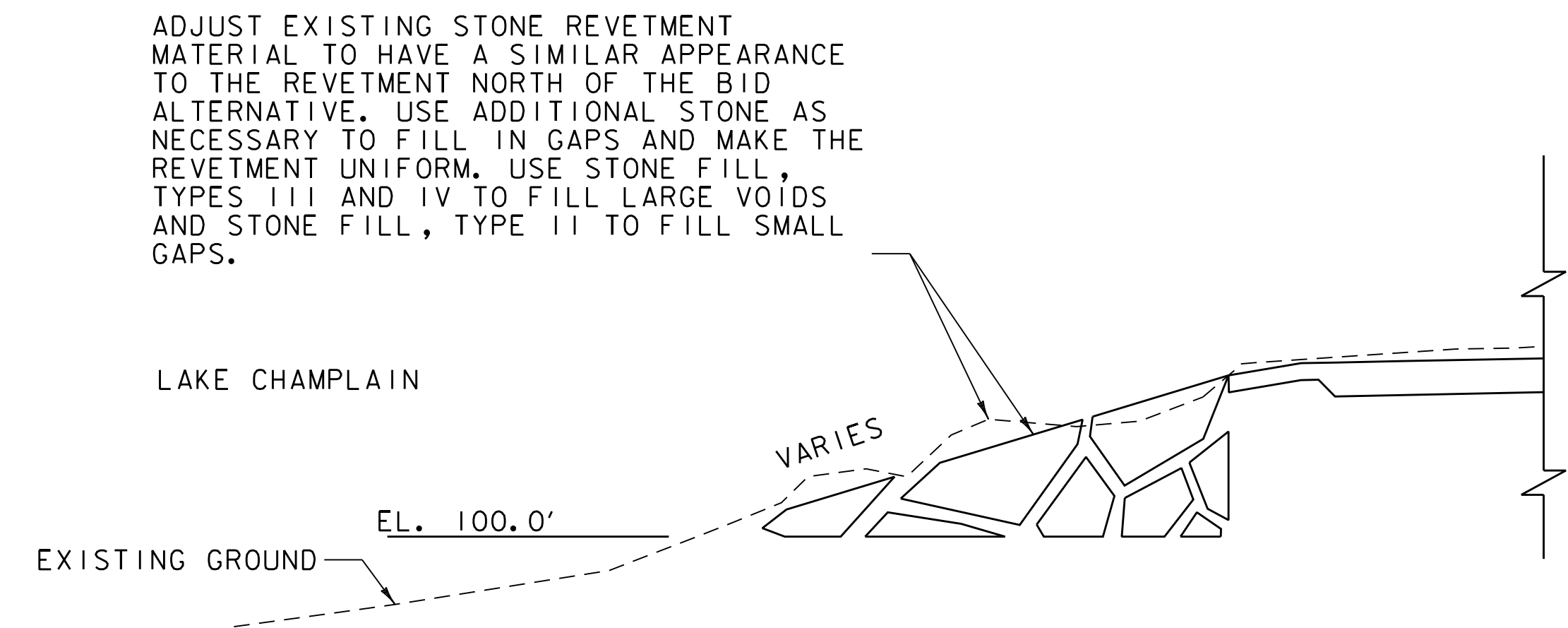
END PROJECT
STA. 1005+16.37



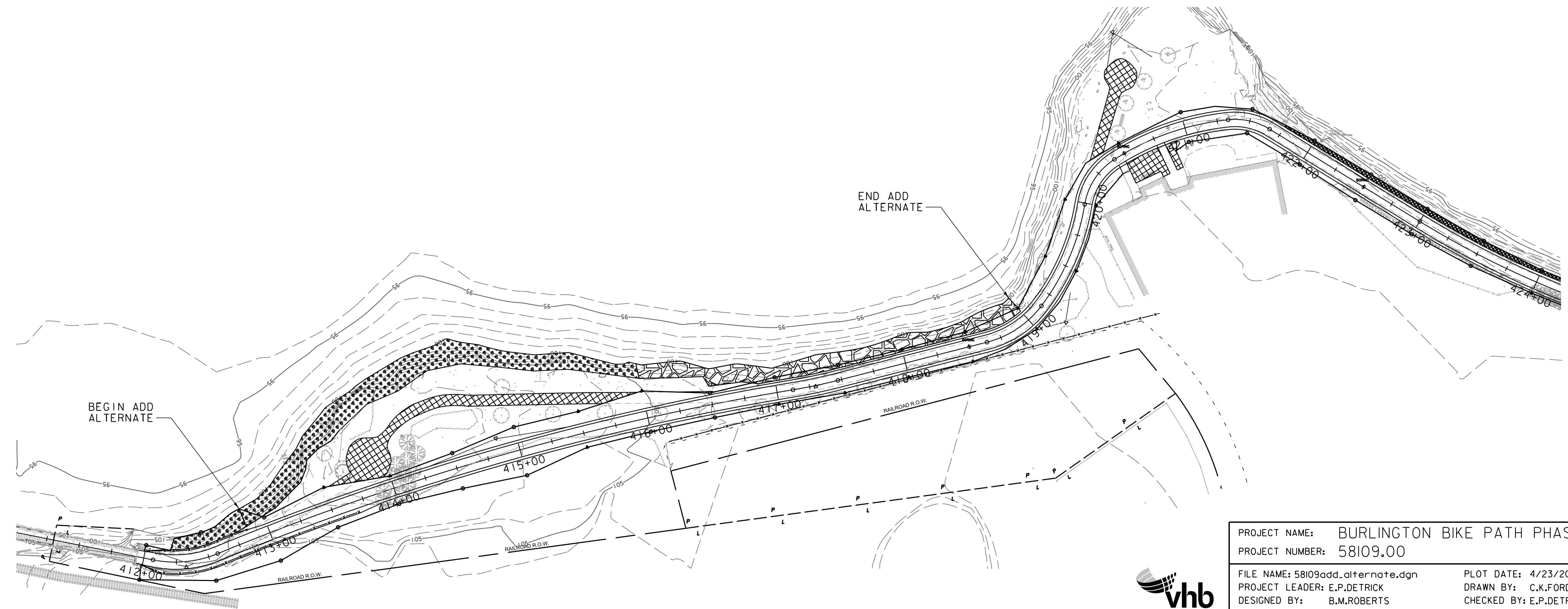
PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A	
PROJECT NUMBER: 58109.00	
FILE NAME: 58109bdr_nul.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P.DETRICK	DRAWN BY: B.M.ROBERTS
DESIGNED BY: B.M.ROBERTS	CHECKED BY: E.P.DETRICK
PLAN AND PROFILE (SHEET 12 OF 12)	SHEET 28 OF 72



BID ALTERNATE (STONE FILL, TYPE II)
TYPICAL SECTION
N.T.S.
STA. 412+85 - 416+00, LT



BID ALTERNATE (STONE REVETMENT)
TYPICAL SECTION
N.T.S.
STA. 416+00 - 419+00, LT



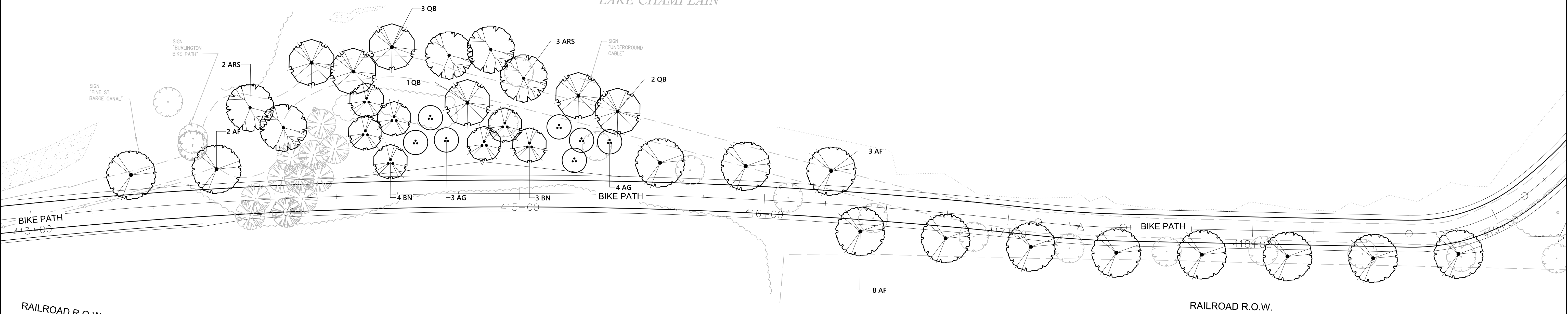
PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A	
PROJECT NUMBER: 58109.00	
FILE NAME: 58109add.alternate.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P.DETRICK	DRAWN BY: C.K.FORD
DESIGNED BY: B.M.ROBERTS	CHECKED BY: E.P.DETRICK
ADD ALTERNATE	SHEET 29 OF 72



Notes:
Refer to planting details, notes and specifications for plant material installation requirements.

PLOT DATE: 03/28/2019
DRAWN BY: M.K.WILLARD
CHECKED BY: E.P.DETRICK
SHEET 30 OF 72

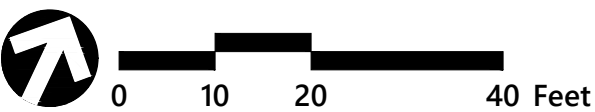
LAKE CHAMPLAIN

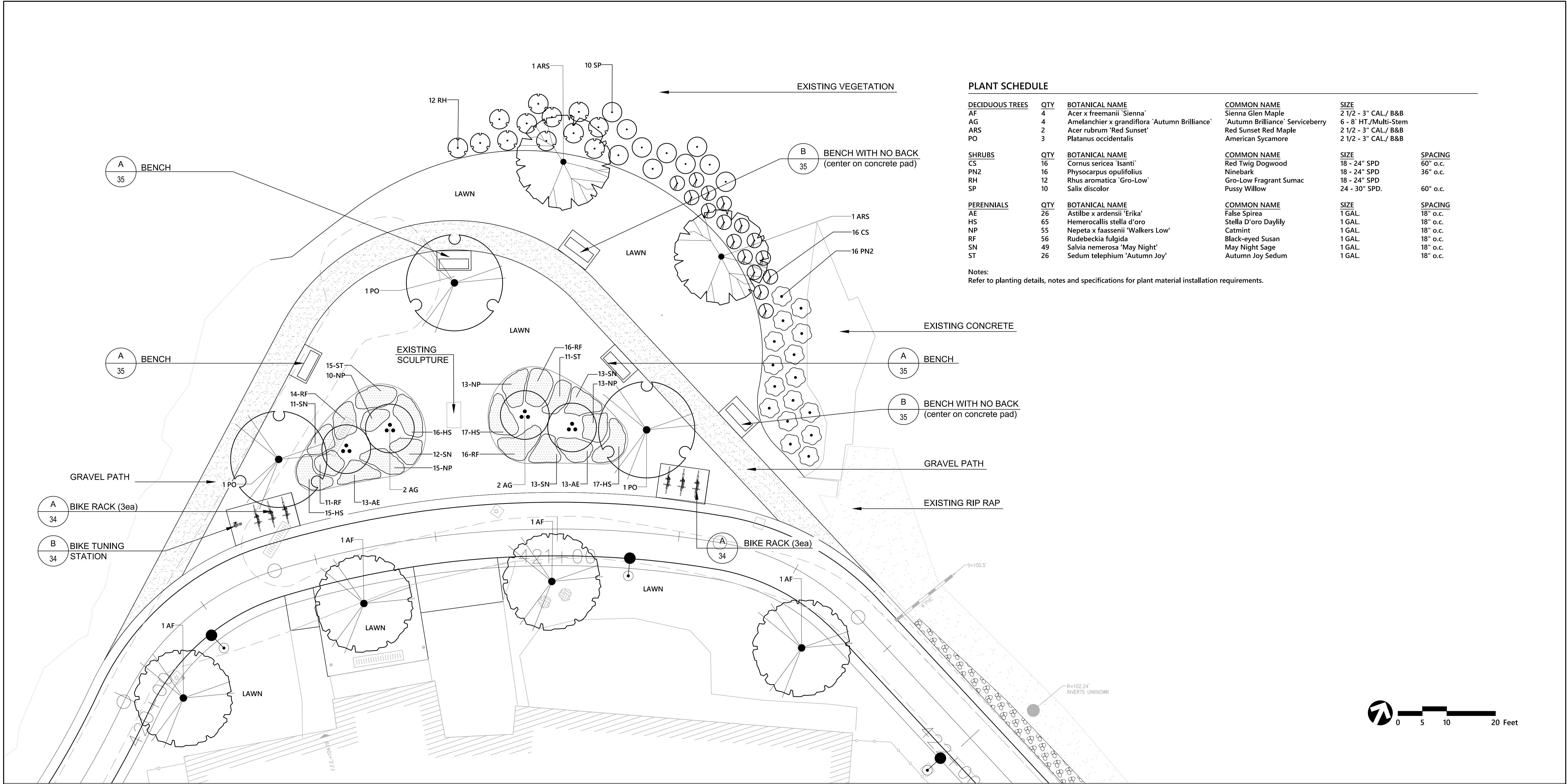


PLANT SCHEDULE

DECIDUOUS TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE
ARS	7	Acer rubrum 'Red Sunset'	Red Sunset Maple	2 1/2 - 3" CAL.
AF	11	Acer x freemanii 'Sienna'	Sienna Glen Maple	2 1/2 - 3" CAL/ B&B
AG	7	Amelanchier x grandiflora 'Autumn Brilliance'	'Autumn Brilliance' Serviceberry	6 - 8' HT./Multi-Stem
BN	7	Betula nigra 'Heritage'	Multi-Stem Heritage River Birch	12 -14' HT.
QB	6	Quercus bicolor	Swamp White Oak	10 GAL.

Notes:
Refer to planting details, notes and specifications for plant material installation requirements.





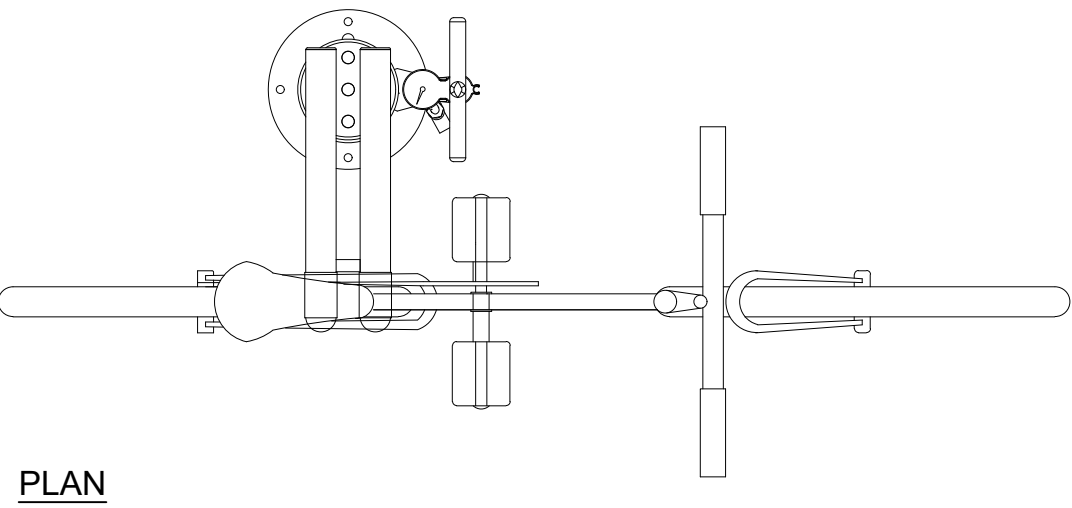
PLANT SCHEDULE

DECIDUOUS TREES		QTY	BOTANICAL NAME	COMMON NAME	SIZE	
AF	4		Acer x freemanii 'Sienna'	Sienna Glen Maple	2 1/2 - 3" CAL/ B&B	
AG	4		Amelanchier x grandiflora 'Autumn Brilliance'	'Autumn Brilliance' Serviceberry	6 - 8' HT./Multi-Stem	
ARS	2		Acer rubrum 'Red Sunset'	Red Sunset Red Maple	2 1/2 - 3" CAL/ B&B	
PO	3		Platanus occidentalis	American Sycamore	2 1/2 - 3" CAL/ B&B	
SHRUBS		QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
CS	16		Cornus sericea 'Isanti'	Red Twig Dogwood	18 - 24" SPD	60" o.c.
PN2	16		Physocarpus opulifolius	Ninebark	18 - 24" SPD	36" o.c.
RH	12		Rhus aromatica 'Gro-Low'	Gro-Low Fragrant Sumac	18 - 24" SPD	
SP	10		Salix discolor	Pussy Willow	24 - 30" SPD.	60" o.c.
PERENNIALS		QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
AE	26		Astilbe x ardensii 'Erika'	False Spirea	1 GAL.	18" o.c.
HS	65		Hemerocallis stella d'oro	Stella D'oro Daylily	1 GAL.	18" o.c.
NP	55		Nepeta x faassenii 'Walkers Low'	Catmint	1 GAL.	18" o.c.
RF	56		Rudebeckia fulgida	Black-eyed Susan	1 GAL.	18" o.c.
SN	49		Salvia nemerosa 'May Night'	May Night Sage	1 GAL.	18" o.c.
ST	26		Sedum telephium 'Autumn Joy'	Autumn Joy Sedum	1 GAL.	18" o.c.

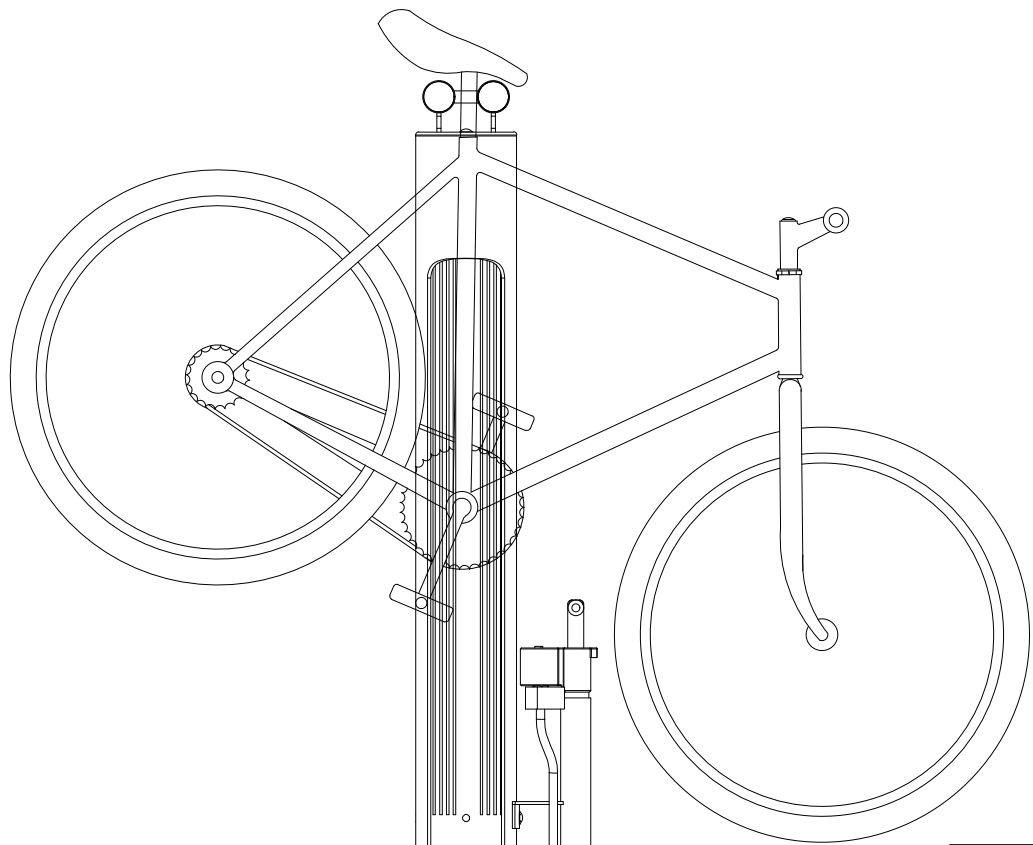
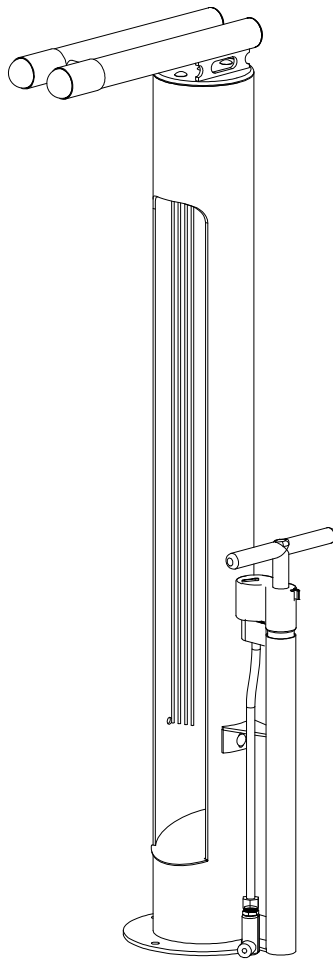
Notes:
Refer to planting details, notes and specifications for plant material installation requirements.



- NOTES:
1. COLOR TO BE BLACK POWDER COAT.
2. LOCATION TO BE VERIFIED BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
3. REFER TO SPECIFICATIONS.



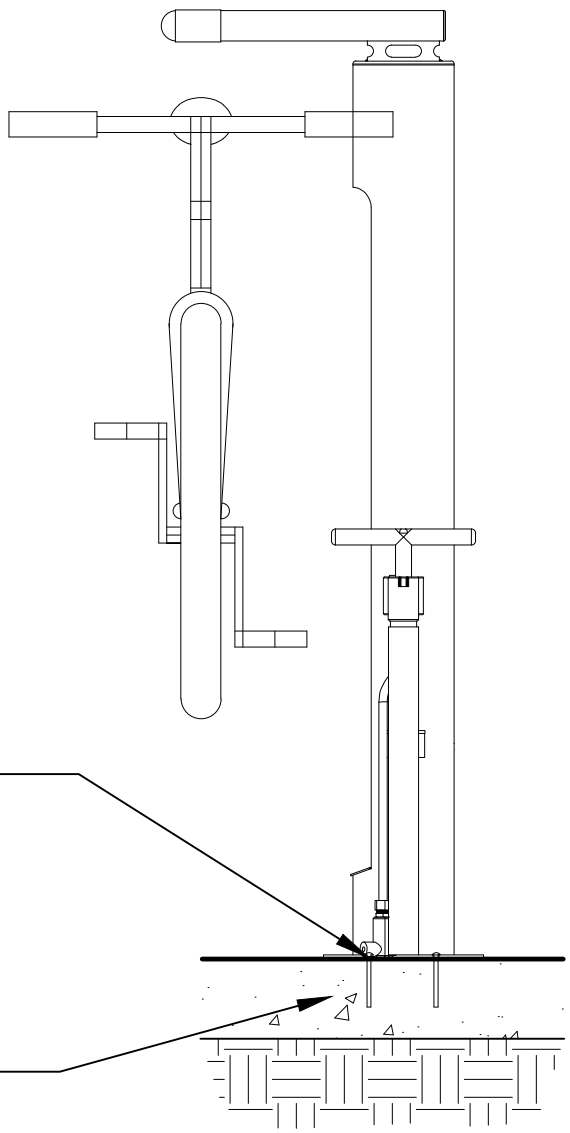
PLAN



ELEVATION

SURFACE MOUNT,
INSTALL USING
MANUFACTURER'S
RECOMMENDATIONS
FOR NEW SIDEWALK
INSTALLATIONS.

EXPOSED AGGREGATE
CONCRETE WALK,
REFER TO TYPICAL BIKE
PATH DETAILS

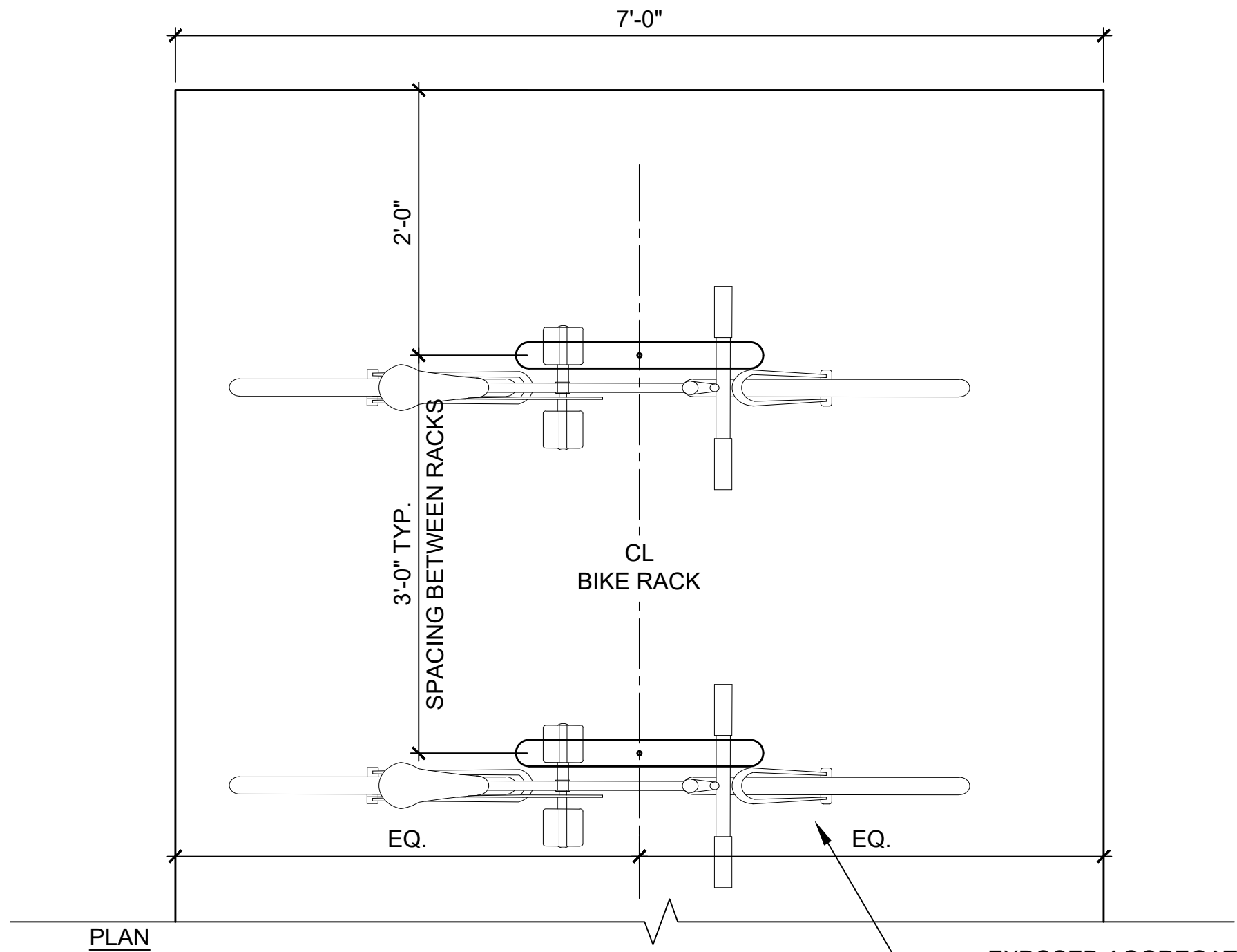


ELEVATION

B

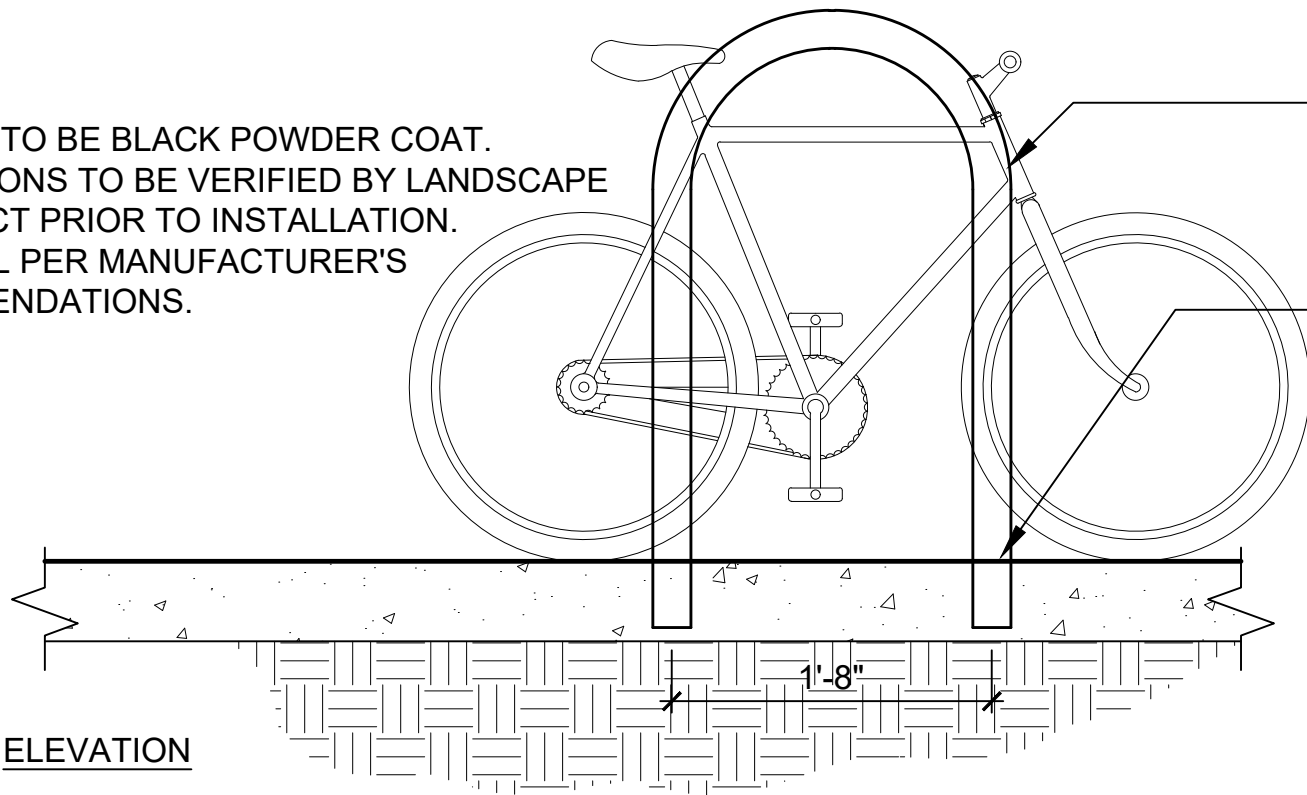
BIKE TUNING STATION

SCALE 1" = 1'

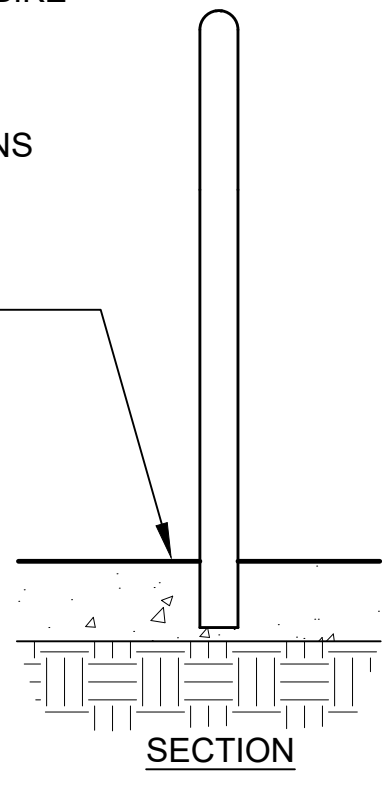


PLAN

- NOTES:
1. COLOR TO BE BLACK POWDER COAT.
2. LOCATIONS TO BE VERIFIED BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
3. INSTALL PER MANUFACTURER'S RECOMMENDATIONS.



ELEVATION



SECTION

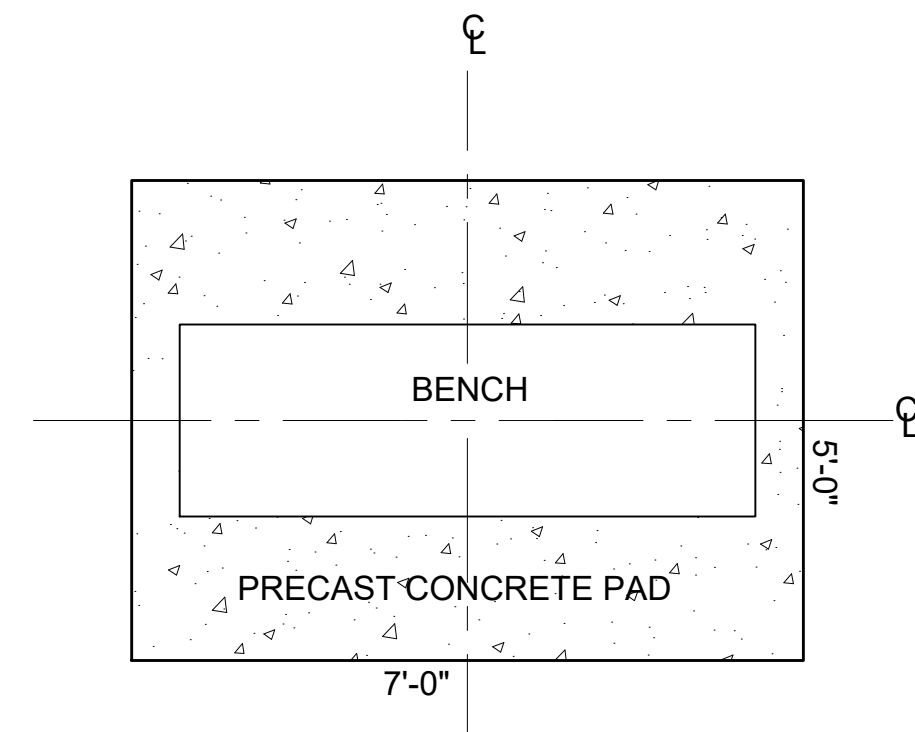
A

BIKE RACK

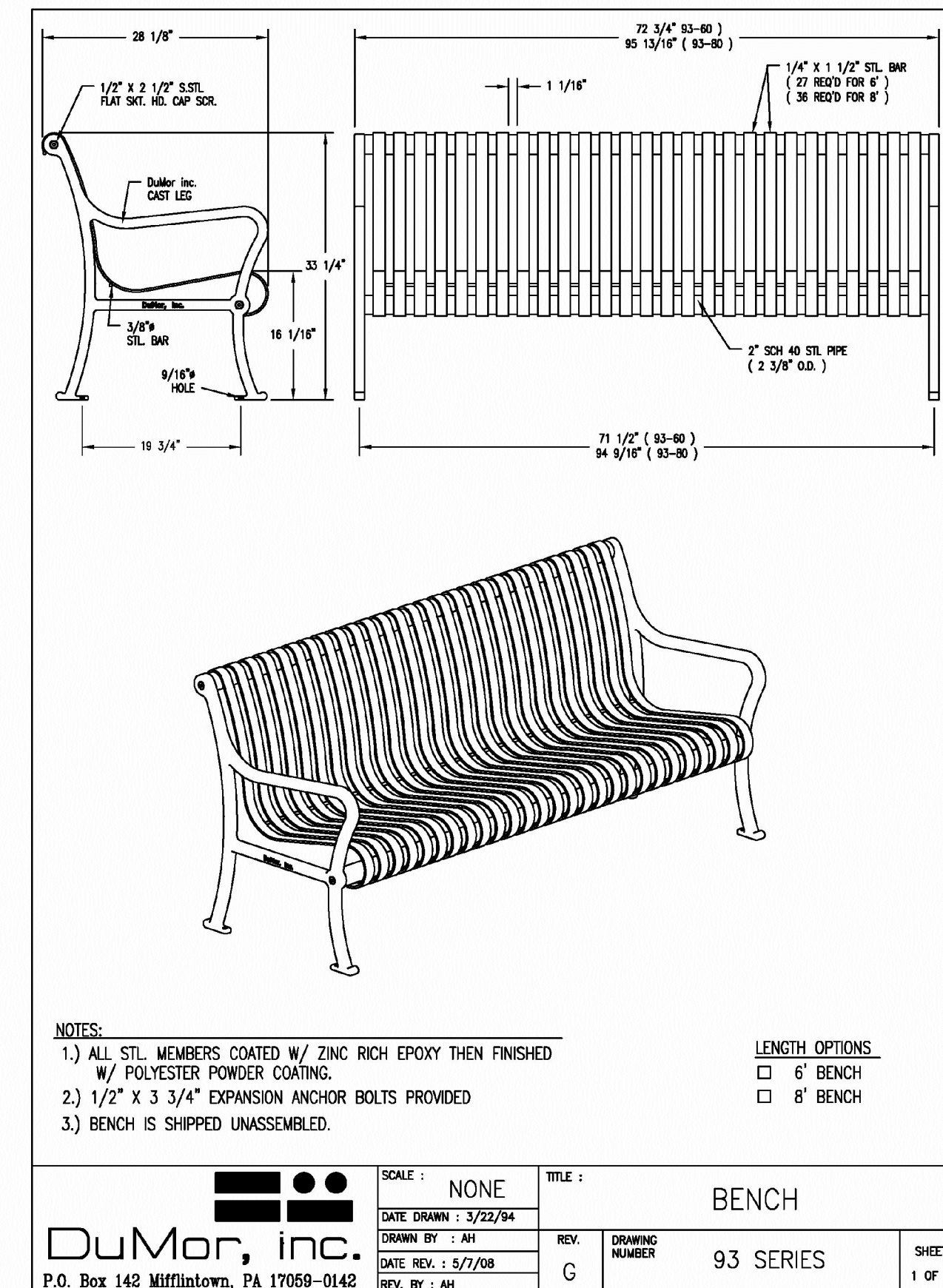
SCALE 1" = 1'



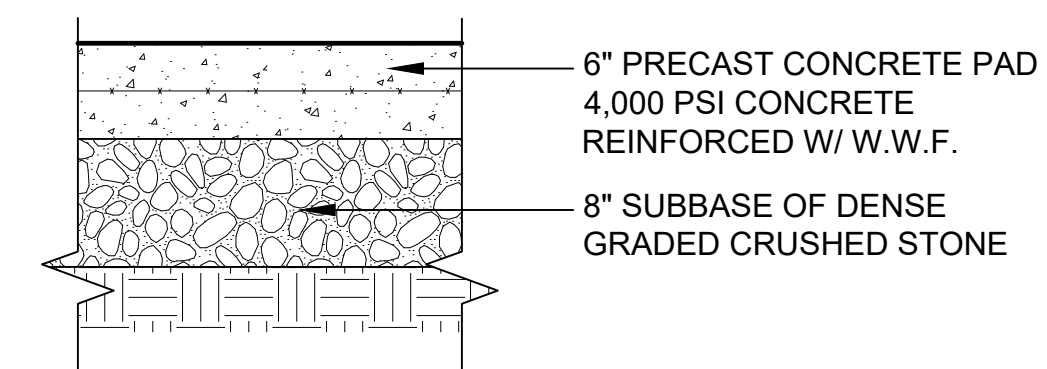
PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A	
PROJECT NUMBER: 58109.00	
FILE NAME:	PLOT DATE: 03/28/2019
PROJECT LEADER: E.P.DETRICK	DRAWN BY: M.K.WILLARD
DESIGNED BY: M.K.WILLARD	CHECKED BY: E.P.DETRICK
LANDSCAPE DETAILS	SHEET 34 OF 72



- NOTES:
1. BENCH LENGTH TO BE 6 FEET
 2. COLOR TO BE BLACK POWDER COAT
 3. REFER TO LANDSCAPE PLANS FOR LOCATIONS
 4. BENCHES TO BE SET ON A 5'x7' PRECAST CONCRETE PAD, CENTER BENCH ON CONCRETE PAD.
 5. INSTALL BENCH PER MANUFACTURER'S RECOMMENDATIONS.



- NOTES:
1. BENCH LENGTH TO BE 6 FEET
 2. COLOR TO BE BLACK POWDER COAT
 3. REFER TO LANDSCAPE PLANS FOR LOCATIONS
 4. BENCHES TO BE SET ON A 4'x7' PRECAST CONCRETE PAD.
 5. INSTALL BENCH PER MANUFACTURER'S RECOMMENDATIONS.



Tree Protection

- 1. EXISTING TREES TO REMAIN SHALL BE PROTECTED WITH TEMPORARY CONSTRUCTION FENCE. ERECT FENCE AT EDGE OF THE TREE DRIPLINE PRIOR TO START OF CONSTRUCTION.
- 2. CONTRACTOR SHALL NOT OPERATE VEHICLES WITHIN THE TREE PROTECTION AREA. CONTRACTOR SHALL NOT STORE VEHICLES OR MATERIALS, OR DISPOSE OF ANY WASTE MATERIALS, WITHIN THE TREE PROTECTION AREA.
- 3. DAMAGE TO EXISTING TREES CAUSED BY THE CONTRACTOR SHALL BE REPAIRED BY A CERTIFIED ARBORIST AT THE CONTRACTOR'S EXPENSE.

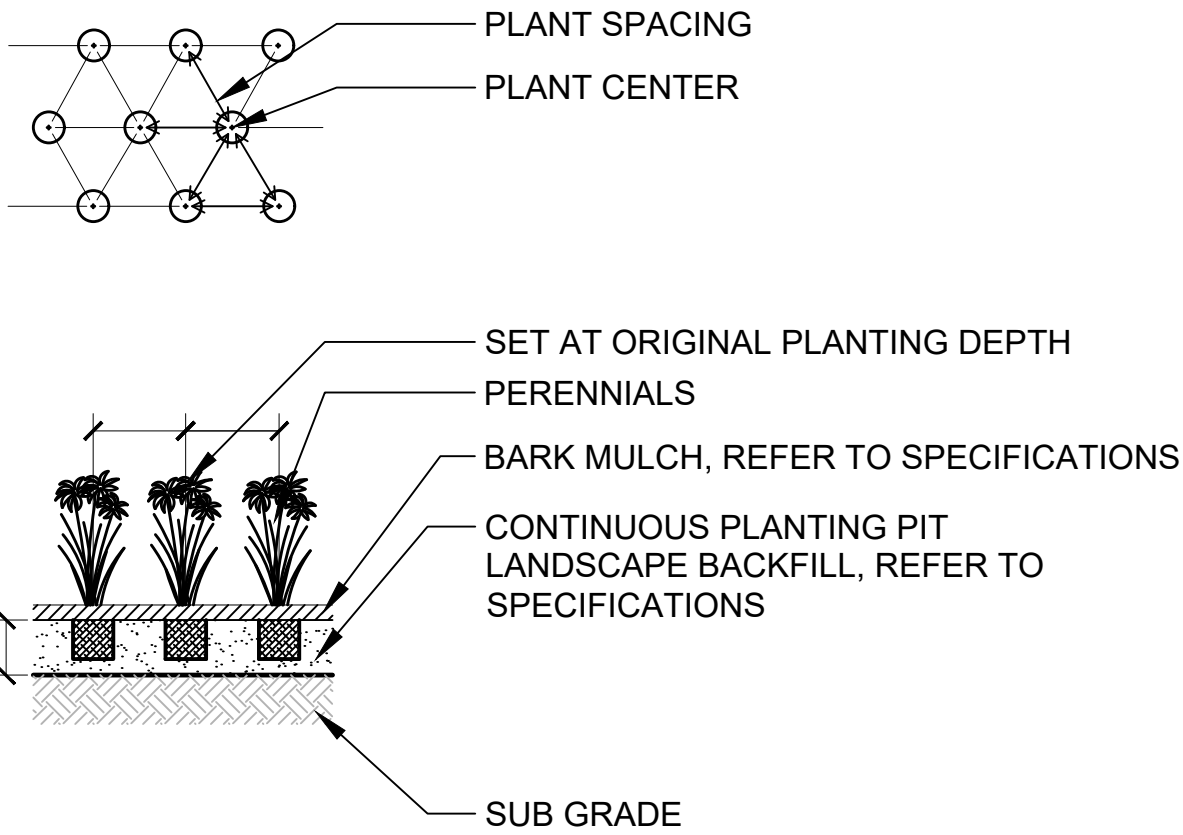
Planting Notes

- 1. ALL PROPOSED PLANTING LOCATIONS SHALL BE STAKED AS SHOWN ON THE PLANS FOR FIELD REVIEW AND APPROVAL BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
- 2. CONTRACTOR SHALL VERIFY LOCATIONS OF ALL BELOW GRADE AND ABOVE GROUND UTILITIES AND NOTIFY OWNERS REPRESENTATIVE OF CONFLICTS.
- 3. NO PLANT MATERIALS SHALL BE INSTALLED UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA. CONTRACTOR SHALL NOTIFY OWNER'S REPRESENTATIVE OF ANY CONFLICT.
- 4. A 3-INCH DEEP MULCH PER SPECIFICATION SHALL BE INSTALLED UNDER ALL TREES AND SHRUBS, AND IN ALL PLANTING BEDS, UNLESS OTHERWISE INDICATED ON THE PLANS, OR AS DIRECTED BY OWNER'S REPRESENTATIVE.
- 5. ALL TREES SHALL BE BALLED AND BURLAPPED, UNLESS OTHERWISE NOTED IN THE DRAWINGS OR SPECIFICATION, OR APPROVED BY THE OWNER'S REPRESENTATIVE.
- 6. FINAL QUANTITY FOR EACH PLANT TYPE SHALL BE AS GRAPHICALLY SHOWN ON THE PLAN. THIS NUMBER SHALL TAKE PRECEDENCE IN CASE OF ANY DISCREPANCY BETWEEN QUANTITIES SHOWN ON THE PLANT LIST AND ON THE PLAN. THE CONTRACTOR SHALL REPORT ANY DISCREPANCIES BETWEEN THE NUMBER OF PLANTS SHOWN ON THE PLANT LIST AND PLANT LABELS PRIOR TO BIDDING.
- 7. ANY PROPOSED PLANT SUBSTITUTIONS MUST BE REVIEWED BY LANDSCAPE ARCHITECT AND APPROVED IN WRITING BY THE OWNER'S REPRESENTATIVE.
- 8. ALL PLANT MATERIALS INSTALLED SHALL MEET THE SPECIFICATIONS OF THE "AMERICAN STANDARDS FOR NURSERY STOCK" BY THE AMERICAN ASSOCIATION OF NURSERYMEN AND CONTRACT DOCUMENTS.
- 9. ALL PLANT MATERIALS SHALL BE GUARANTEED FOR ONE YEAR FOLLOWING DATE OF FINAL ACCEPTANCE.
- 10. AREAS DESIGNATED "LOAM & SEED" SHALL RECEIVE MINIMUM 6" OF LOAM AND SPECIFIED SEED MIX. LAWNS OVER 2:1 SLOPE SHALL BE PROTECTED WITH EROSION CONTROL FABRIC.
- 11. ALL DISTURBED AREAS NOT OTHERWISE NOTED ON CONTRACT DOCUMENTS SHALL BE LOAM AND SEEDED OR MULCHED AS DIRECTED BY OWNER'S REPRESENTATIVE.
- 12. THIS PLAN IS INTENDED FOR PLANTING PURPOSES. REFER TO SITE / CIVIL DRAWINGS FOR ALL OTHER SITE CONSTRUCTION INFORMATION.

Plant Maintenance Notes

- 1. CONTRACTOR SHALL PROVIDE COMPLETE MAINTENANCE OF THE LAWNS AND PLANTINGS. NO IRRIGATION IS PROPOSED FOR THIS SITE. THE CONTRACTOR SHALL SUPPLY SUPPLEMENTAL WATERING FOR NEW LAWNS AND PLANTINGS DURING THE ONE YEAR PLANT GUARANTEE PERIOD.
- 2. CONTRACTOR SHALL PROVIDE ALL MATERIALS, LABOR, AND EQUIPMENT FOR THE COMPLETE LANDSCAPE MAINTENANCE WORK. WATER SHALL BE PROVIDED BY THE CONTRACTOR.
- 3. WATERING SHALL BE REQUIRED DURING THE GROWING SEASON, WHEN NATURAL RAINFALL IS BELOW ONE INCH PER WEEK.
- 4. WATER SHALL BE APPLIED IN SUFFICIENT QUANTITY TO THOROUGHLY SATURATE THE SOIL IN THE ROOT ZONE OF EACH PLANT.
- 5. CONTRACTOR SHALL REPLACE DEAD OR DYING PLANTS AT THE END OF THE ONE YEAR GUARANTEE PERIOD. CONTRACTOR SHALL TURN OVER MAINTENANCE TO THE FACILITY MAINTENANCE STAFF AT THAT TIME.

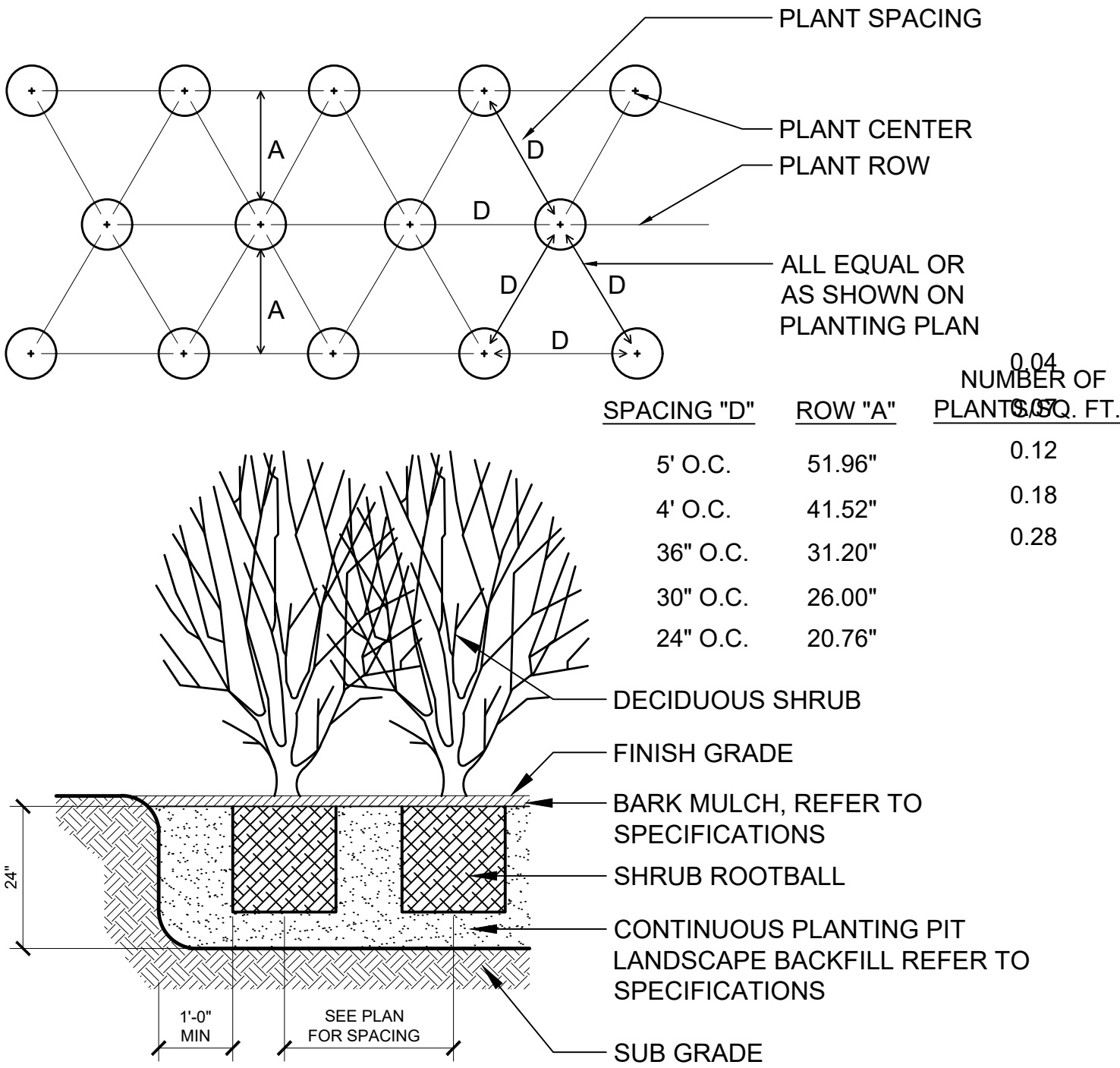
- NOTES:
- 1.REFER TO PLANTING PLAN FOR SPACING AND QUANTITIES.
 - 2. ALL PLANTING BEDS ARE TO BE CONTINUOUS, COMPLETELY DUG OUT AND BACKFILLED WITH THE PROPER PLANTING BED BACKFILL MATERIAL, REFER TO SOIL PREPARATION SPECIFICATION.



C PERENNIAL PLANTING

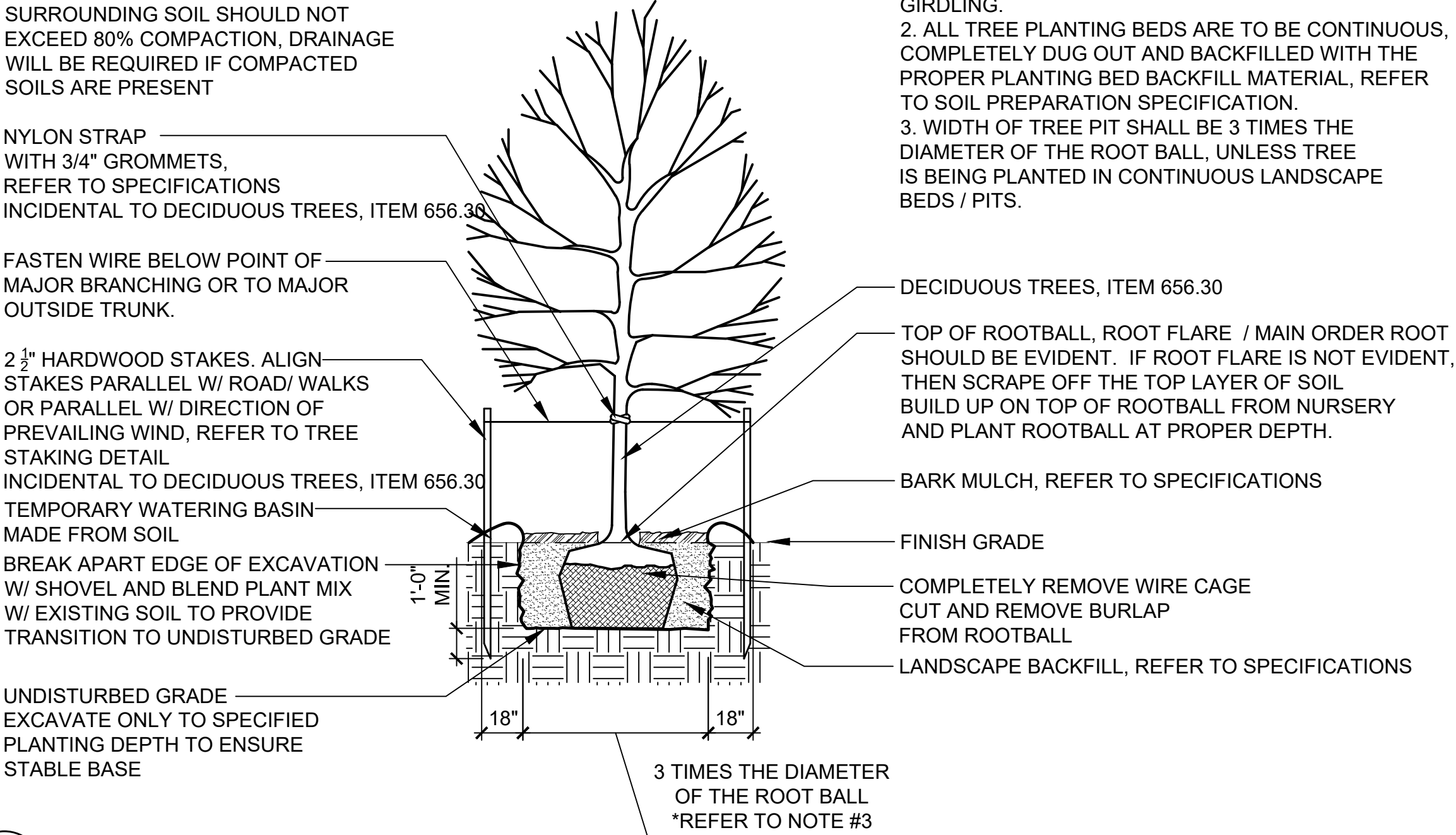
SCALE: 1/2" = 1'-0"

- NOTES:
- 1. QUANTITY OF SHRUBS AND SPACING AS NOTED IN PLANTING SCHEDULE.
 - 2. ALL PLANTING BEDS ARE TO BE CONTINUOUS, COMPLETELY DUG OUT AND BACKFILLED WITH THE PROPER LANDSCAPE BACKFILL



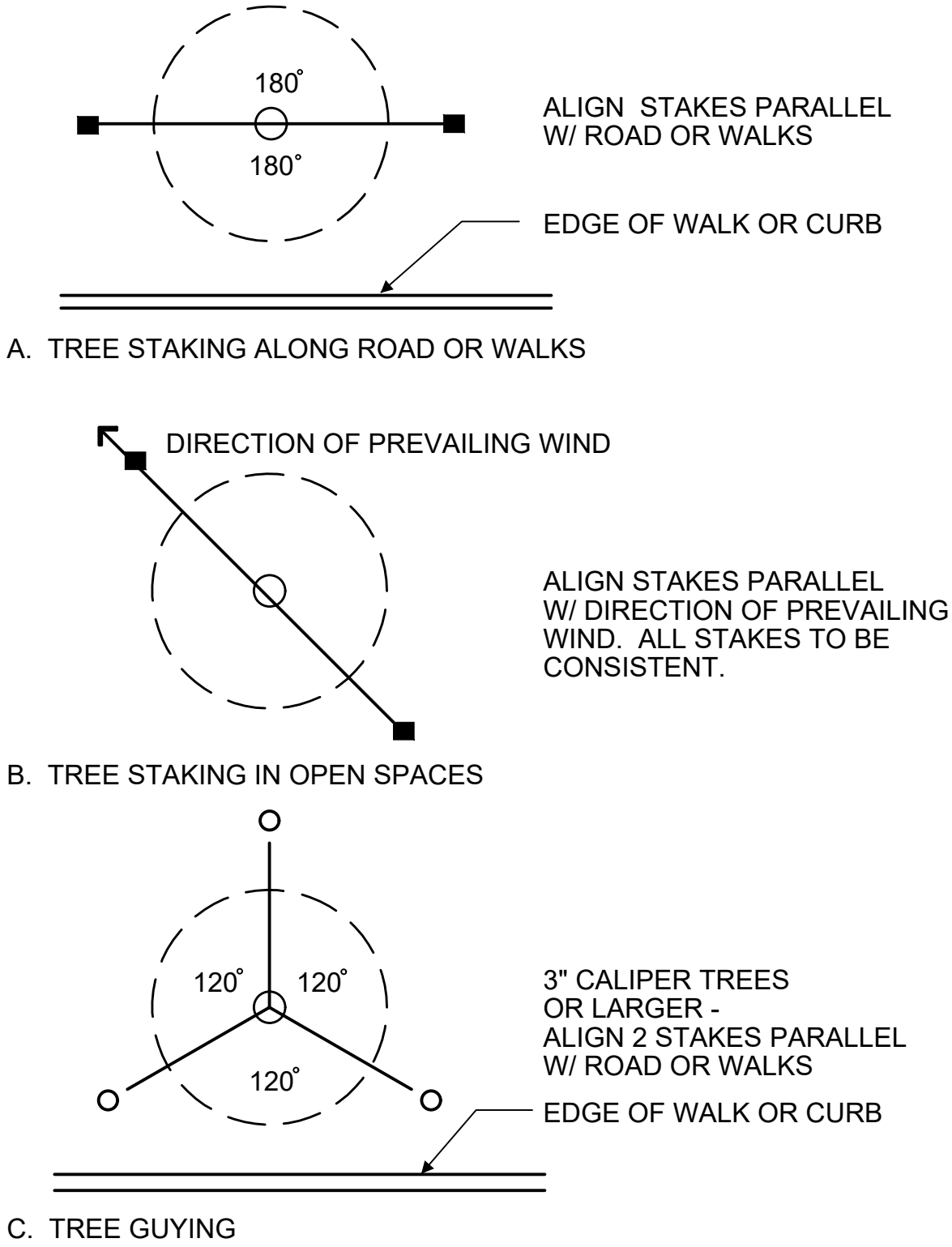
D SHRUB PLANTING

SCALE: 1/2" = 1'-0"



A TREE PLANTING

SCALE 1/4" = 1'-0"



B TREE STAKING LAYOUT

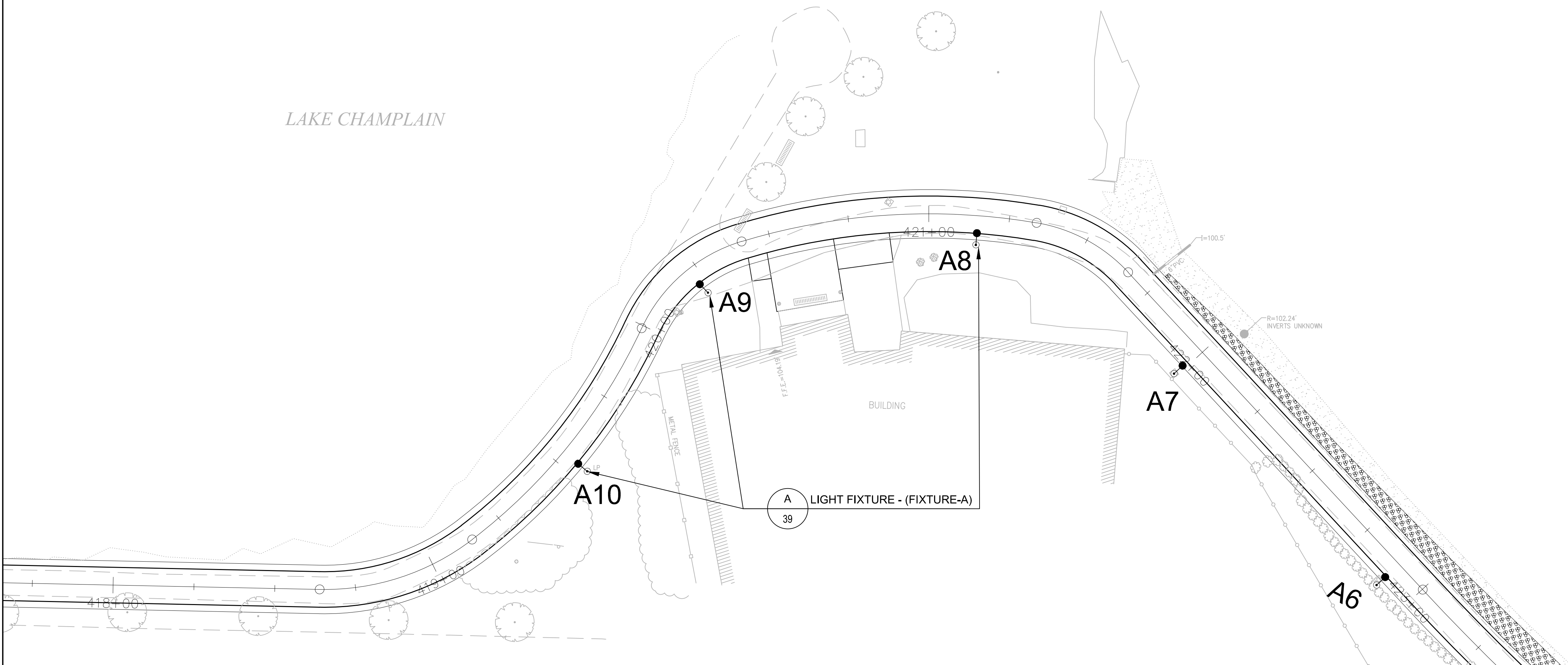
NO SCALE

PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A
PROJECT NUMBER: 58109.00

FILE NAME:
PROJECT LEADER: E.P.DETRICK
DESIGNED BY: M.K.WILLARD
LANDSCAPE DETAILS

PLOT DATE: 03/28/2019
DRAWN BY: M.K.WILLARD
CHECKED BY: E.P.DETRICK
SHEET 36 OF 72





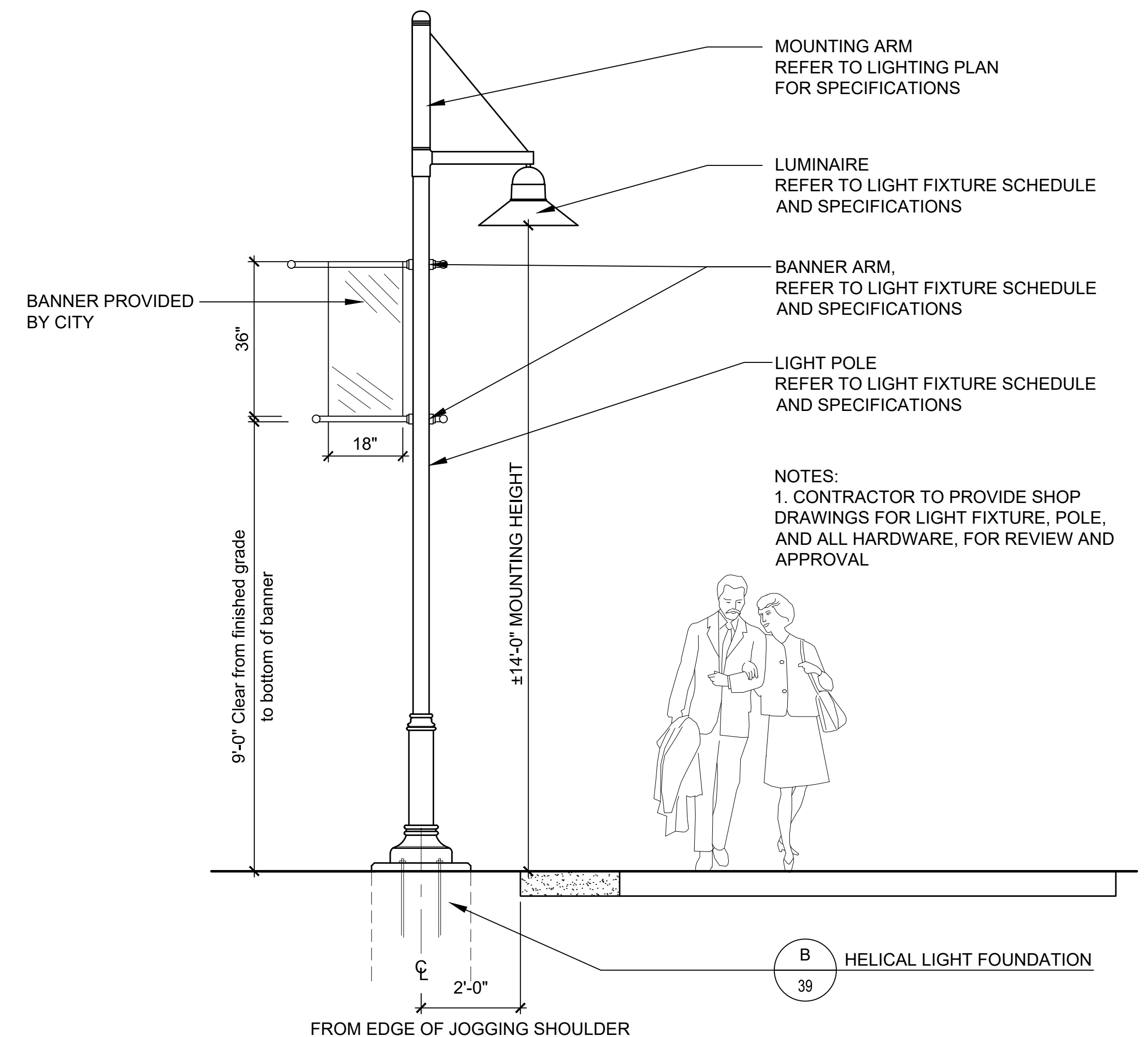
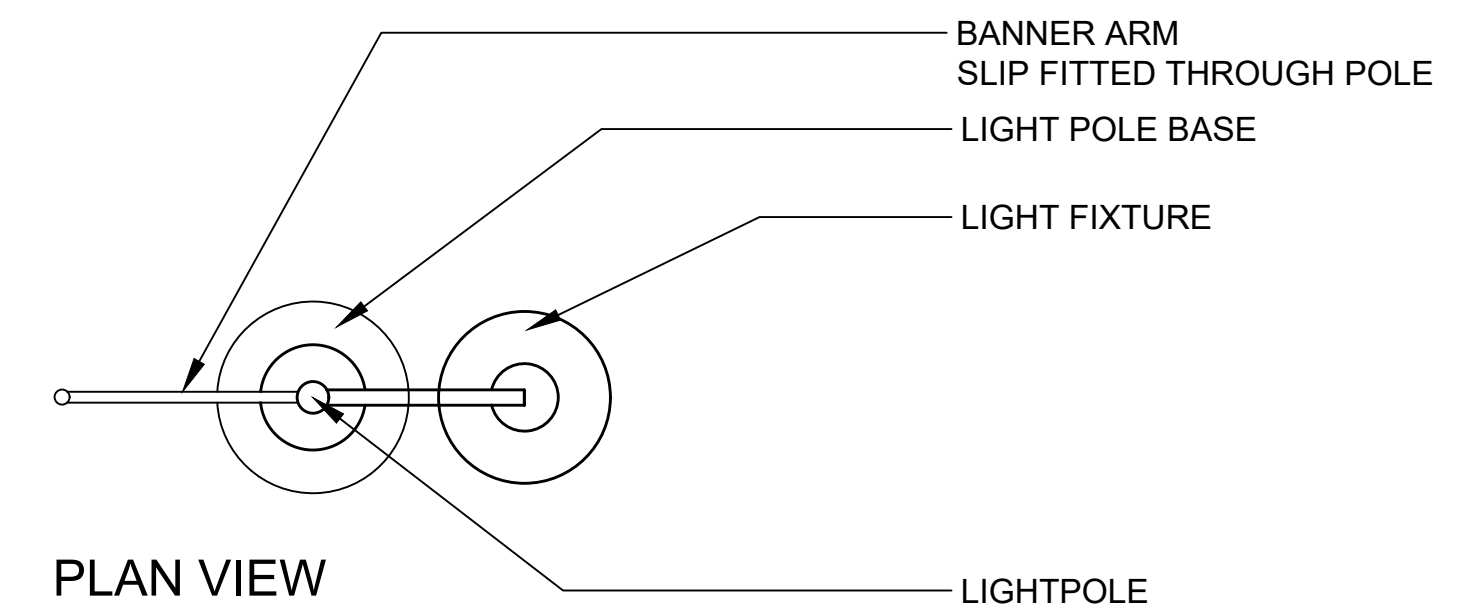
FIXTURE AND POLE SPECIFICATIONS

Fixture A	
Manufacturer:	Architectural Area Lighting
Fixture:	UCM - (Universe Collection)
Configuration:	Single
Hood:	Straight, No Luminous Element
Optics:	T3
Lamp:	32 Watt LED - 4,000k
Lens:	Flat
Color:	Black
Options:	GF1 w/ waterproof cover, 18" Banner Arms
Pole:	DB6-4F14' (Wall thickness TBD based on EPA)
Mounting Arm:	SLA17
Pole Color:	Black



PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A	
PROJECT NUMBER: 58109.00	
FILE NAME:	PLOT DATE: 03/28/2019
PROJECT LEADER: E.P.DETRICK	DRAWN BY: M.K.WILLARD
DESIGNED BY: M.K.WILLARD	CHECKED BY: E.P.DETRICK
LIGHTING PLAN	SHEET 37 OF 72

1.	FINISH: HOT DIP GALVANIZE PER ASTM-A153 (LATEST REVISION). BASEPLATE TO BE PERPENDICULAR TO SHAFT AXIS (±1°) AND HOLE CENTERLINE CONCENTRIC (±.188") TO SHAFT AXIS.	10.	ALL MATERIAL IS TO BE NEW, UNUSED AND MILL TRACEABLE. MEETING THE FOLLOWING SPECIFICATIONS:
2.	SHOUL MIN. 1/2 IN. LETTERS MANUFACTURER'S NUMBER AFTER GALVANIZING.		
3.	PILOT POINT AND SHAFT AXES TO BE CONCENTRIC (±.125 FIM) AND IN LINE (±.04").	BASEPLATE:	ASTM A36 (LATEST REVISION) STRUCTURAL STEEL CONFORM TO AASHTO TECH. BUL. #270
4.	FLAME CUT TWO SLOTS IN SHAFT PERPENDICULAR TO THE BASEPLATE. PREHEAT, TUMBLEBLAST, HANDGRIND, AND CLEAN BASEPLATE, HELIX, AND PILOT POINT ON ALL WELDED AREAS.	SHAFT:	ASTM A528 (LATEST REVISION) GRADE B, STEEL PIPE PILES. 1. ALTERNATE MATERIALS: 1. A528 (LATEST REVISION) TYPE E, DR S, GRADE B, STEEL PIPE OR ASTM A500 (LATEST REVISION) GRADE B, STRUCTURAL STEEL TUBING.
5.	WELDED JOINTS TO BE IRREGULARITIES PERMISSIBLE: (1) VALLEYS NOT TO EXCEED 3/32 IN. BELOW NOMINAL SURFACE LEVEL, (2) PEAKS OR POSITIVE IRREGULARITIES NOT TO EXCEED 1/32 IN. ABOVE NOMINAL SURFACE LEVEL. INTERSECTIONS OF NOMINAL SURFACE TO BE SMOOTH.	HELIX:	ASTM A565 (LATEST REVISION) 3/8" THICK HOT ROLLED STEEL PLATE COIL.
6.	MANUFACTURER TO HAVE IN EFFECT INDUSTRY RECOGNIZED WRITTEN QUALITY CONTROL FOR ALL MATERIALS AND MANUFACTURING PROCESSES.	PILOT POINT:	ASTM A575 (LATEST REVISION) 1-1/4" DIAMETER HOT ROLLED STEEL BAR.
7.	BASEPLATE IS PERMANENTLY STAMPED WITH MANUFACTURER'S IDENTIFICATION "ABC" IN 1/8" LETTERS AND THE JULIAN DATE CODE IN 1/4" LETTERS.	BOLTS:	CARRIAGE BOLT, PER ANSI B-18.5, SAE J489



1. CONTRACTOR SHALL PROVIDE FINAL DESIGN AND INSTALLATION OF HELICAL ANCHOR SYSTEM WITH 24" DIAMETER CONCRETE COLLAR BY ENTERPRISE CONCRETE COLLARS, OR APPROVED EQUAL COLLAR.
2. COORDINATE ALL COMPONENTS WITH LIGHT POLE DESIGN AND ELECTRICAL DESIGN.
3. LIGHTING FOUNDATION SHALL BE SUFFICIENT TO MEET OR EXCEED EPA RATING OF LIGHT POLE SYSTEM.
4. REFER TO SPECIAL PROVISION FOR HELICAL LIGHTING FOUNDATION

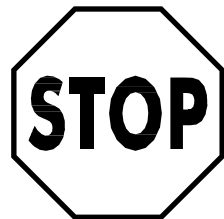
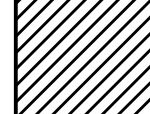
SOURCE: HUBBLE POWER SYSTEMS

SCALE 1/2" = 1'-0"

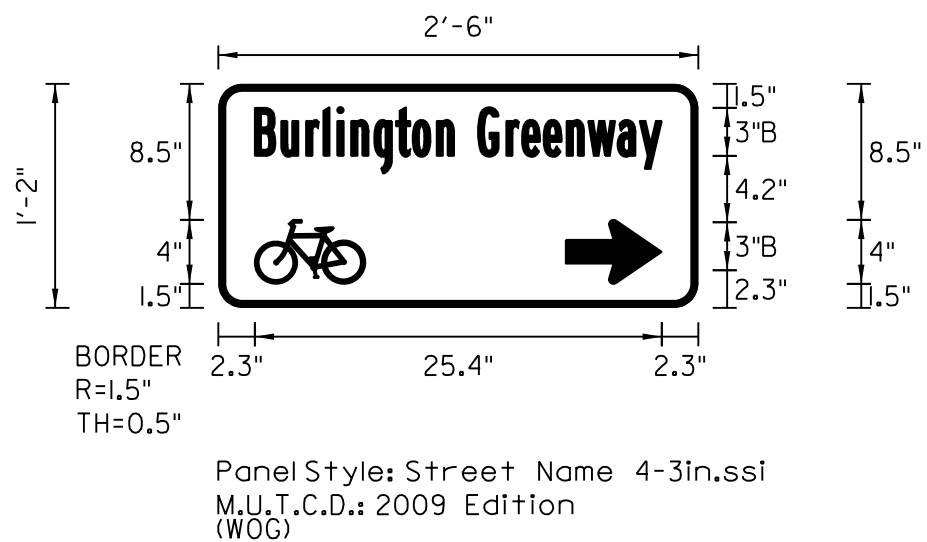
PLOT DATE: 03/28/2019
DRAWN BY: M.K.WILLARD
CHECKED BY: E.P.DETRICK
SHEET 39 OF 71



TRAFFIC SIGN SUMMARY SHEET

MILE MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS						EXIST POST RETAIN IN	NO. OF POSTS	NEW SIGN POSTS											REMARKS	SIGN DETAIL						
					E A	WIDTH (IN)	HEIGHT (IN)	“A”	“B”	SALV SIGN			SALV TIS	FLANGED CHANNEL	SQUARE STEEL (IN)			ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (IN)			WOOD POST (LF)		W-SHAPE STEEL		FRAMING REQUIRED	DETAIL ON SHEET NUMBER	STD. SHEET NUMBER		
		LB/FT	LB/FT	LB/FT											3.0	4.0	4.0 MOD			COLLAR	TYPE 1	TYPE 2	FTG. SIZE		24"	30"				WEIGHT	POST SIZE
OPTION ITEMS																															
QUEEN CITY PARK RD		1	24	24	4						1					X+		X											W11-15 MOUNTED ON NEW POST ABOVE AHEAD SIGN BOY		SHSM
QUEEN CITY PARK RD		1	24	12	2																								W16-9P BOY		SHSM
136+60, LT 207+39, RT		2	24	24	8						1					X		X											R5-3 136+60, LT — MOUNTED ON NEW POST 207+39, RT — MOUNTED BELOW BURLINGTON GREENWAY SIGN BOW		SHSM
138+38, RT		1	24	24	4						1					X+		X											R1-1 MOUNTED ON NEW POST ABOVE BURLINGTON GREENWAY SIGN		SHSM
138+37, LT 207+39, RT		2	30	14	5.83						2					X+		X											138+37, LT — MOUNTED ON NEW POST 207+39, RT — MOUNTED ON NEW POST ABOVE NO MOTOR VEHICLES SIGN WOG	THIS SHEET	
0+20, RT 136+75, LT 138+38, RT		3	30	14	8.75						2					X+		X											0+20, RT — MOUNTED ON NEW POST 136+75, LT — MOUNTED ON NEW POST 138+38, RT — MOUNTED BELOW STOP SIGN WOG	THIS SHEET	
137+82, LT		1	18	24	3						1					X		X											R8-3 MOUNTED ON NEW POST ROW		SHSM
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE ROADWAY, TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."												FT	FT	FT	FT	FT	FT		EA	LB	LB	LB		TYPE 1	TYPE 2					BOY = BLACK LEGEND ON YELLOW BACKGROUND - PLAQUE BOW = BLACK LEGEND ON WHITE BACKGROUND - PLAQUE GOW = GREEN LEGEND ON WHITE BACKGROUND - PLAQUE ROW = RED LEGEND ON WHITE BACKGROUND - PLAQUE WOB = WHITE LEGEND ON BLUE BACKGROUND - PLAQUE WOG = WHITE LEGEND ON GREEN BACKGROUND FYG = BLACK LEGEND ON FLUORESCENT YELLOW-GREEN BACKGROUND SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK (WITH 2012 SUPPLEMENT)	
					TOTALS	SF 35.58	SF	EA.	SF			FT			FT		110		LB		EA.	WOOD POSTS (FT)	EA.	EA.	LB						

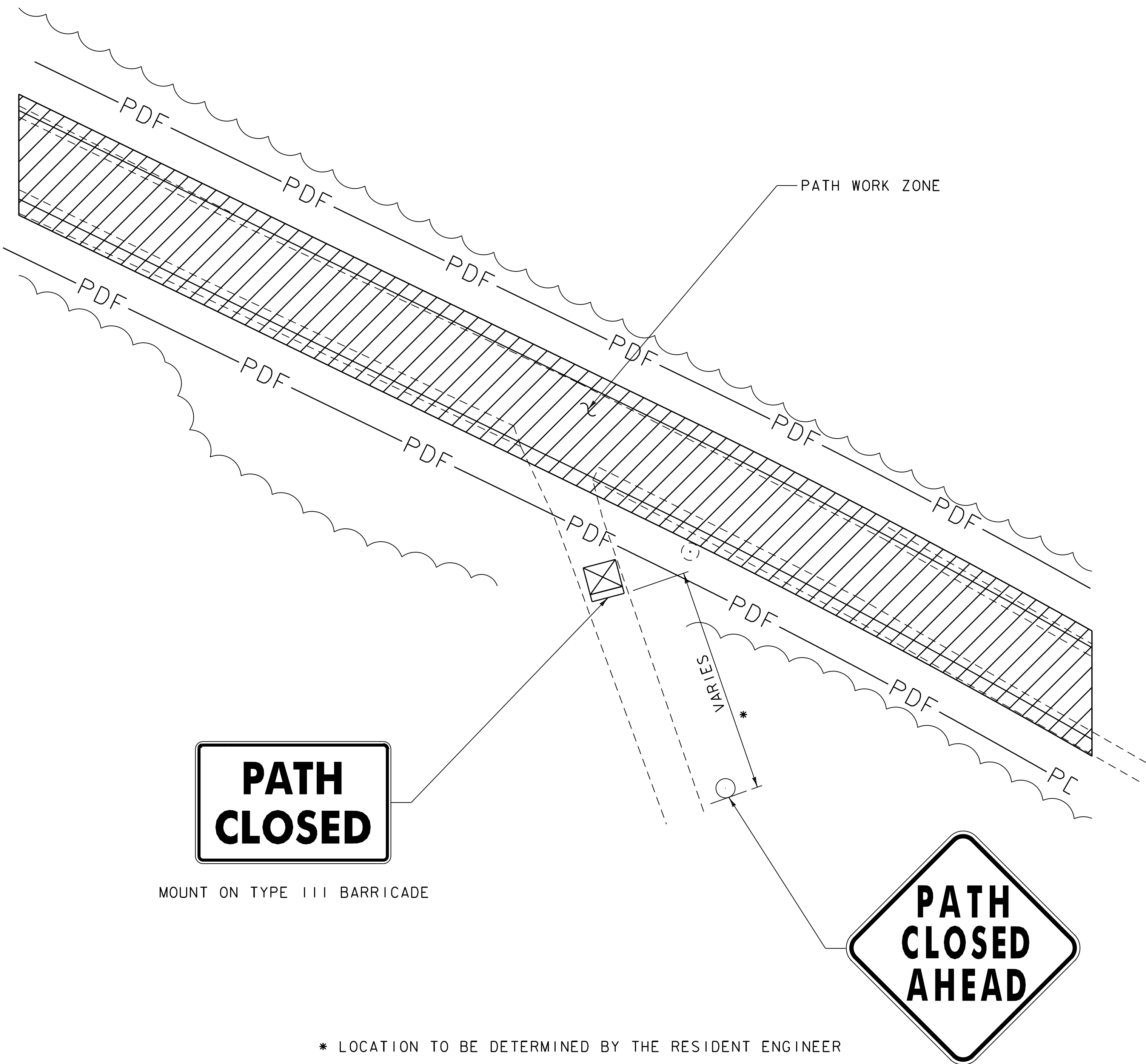
POST LENGTH AVERAGES 10 FEET
POST LENGTH WITH '+' AVERAGES 15 FEET



PROJECT NAME:	BURLINGTON BIKE PATH PHASE 3A
PROJECT NUMBER:	58109.00
FILE NAME:	58109.tss.dgn
PROJECT LEADER:	E.P. DETRICK
DESIGNED BY:	B.M. ROBERTS
TRAFFIC SIGN SUMMARY SHEET	
PLOT DATE:	4/23/2019
DRAWN BY:	B.M. ROBERTS
CHECKED BY:	E.P. DETRICK
SHEET	40 OF 72

GENERAL

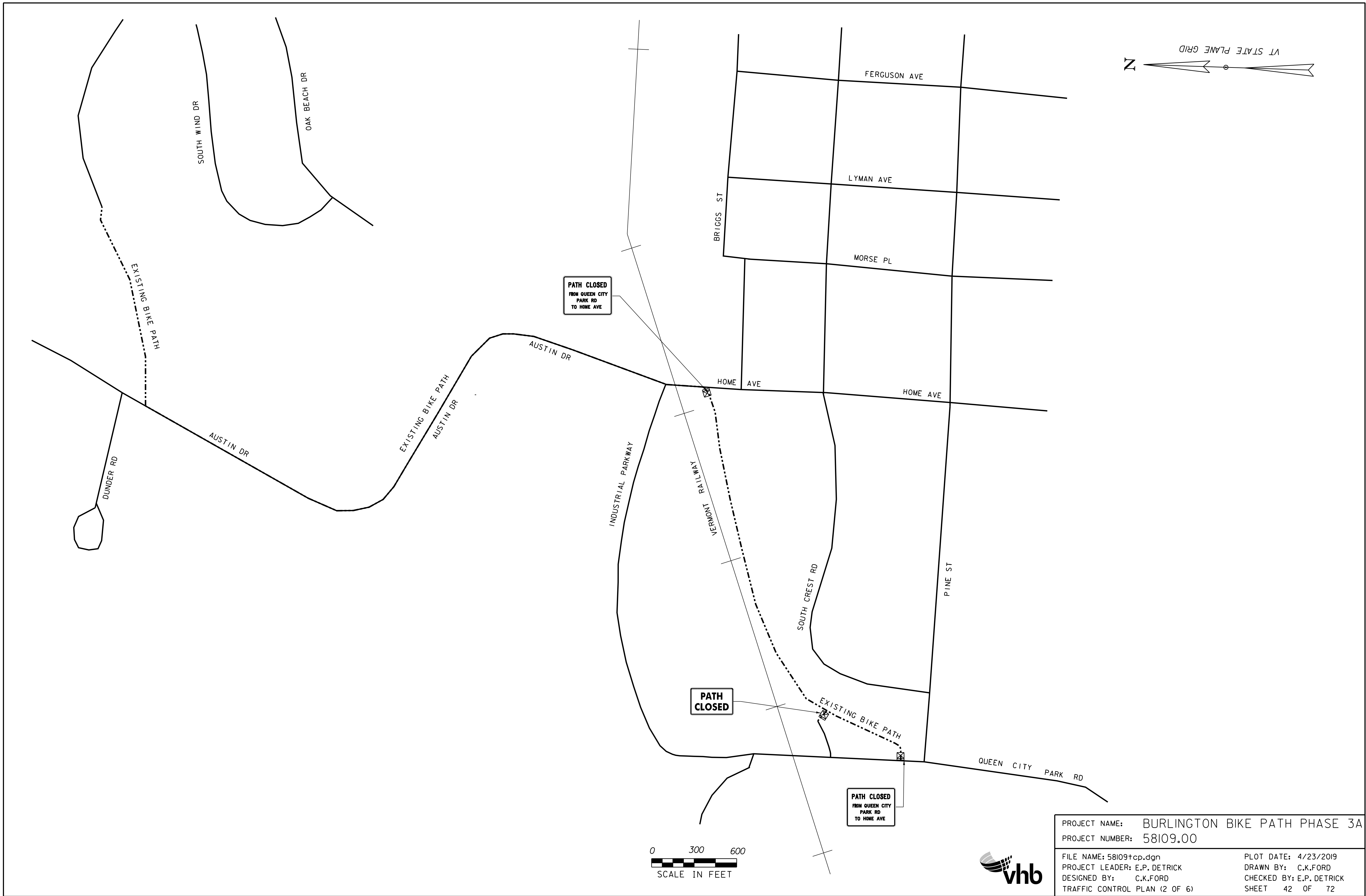
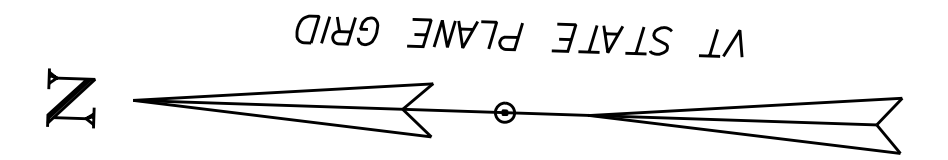
1. THE FOLLOWING TRAFFIC CONTROL INFORMATION IS INTENDED TO BE A CONCEPTUAL NARRATIVE FOR HOW THE WORK MAY PROCEED. THE CONTRACTOR SHALL SUBMIT A DETAILED TRAFFIC CONTROL PLAN TO THE RESIDENT ENGINEER FOR APPROVAL. THE CONTRACTOR SHALL ALLOW AT LEAST TWO (2) WEEKS FOR REVIEW AND APPROVAL. MODIFICATIONS TO THE APPROVED TRAFFIC CONTROL PLAN SHALL BE SUBMITTED TO THE RESIDENT ENGINEER AT LEAST ONE WEEK PRIOR TO THE IMPLEMENTATION OF THE CHANGE.
2. THE CONTRACTOR'S TRAFFIC CONTROL PLAN SHALL BE DEVELOPED IN ACCORDANCE WITH THE 2018 EDITION OF VTRANS STANDARD SPECIFICATIONS SECTION 641 - TRAFFIC CONTROL AND IN SUBSTANTIAL CONFORMANCE WITH THE 2009 EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) WITH LATEST INTERIMS. THE TRAFFIC CONTROL PLAN SHALL INCLUDE ALL TEMPORARY SIGNS, PAVEMENT MARKINGS, BARRICADES, AND OTHER DEVICES REQUIRED TO PROVIDE COMPLETE MANAGEMENT OF TRAFFIC. ANY SIGNS NOT INCLUDED IN THE FHWA STANDARD HIGHWAY SIGNS BOOK SHALL INCLUDE SIGN FACE DIMENSIONS AND LAYOUT.
3. TRAFFIC CONTROL PLANS SHALL BE ESTABLISHED TO MAINTAIN THE CONTINUITY OF TRAFFIC THROUGH THE CORRIDOR. TRAFFIC CONTROL SIGNS SHALL BE ADJUSTED AT THE COMPLETION OF EACH CONSTRUCTION PHASE AS DIRECTED BY THE RESIDENT ENGINEER. SIGNING, AND OTHER SUPPORTING TRAFFIC CONTROLS DEVICES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION. INSTALLING, MAINTAINING, ADJUSTING, MODIFYING, AND REMOVING THE TRAFFIC CONTROL DEVICES SHALL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 641.10 TRAFFIC CONTROL.
4. TRAFFIC SHALL NOT BE CHANGED FROM ONE PHASE TO THE NEXT UNTIL ALL TEMPORARY SIGNING WORK REQUIRED FOR THE SUBSEQUENT PHASE IS COMPLETED. ANY CONFLICTING PAVEMENT MARKINGS SHALL BE MASKED WITH PAVEMENT MARKING MASK OR REMOVED BY GRINDING. EXISTING PAVEMENT MARKINGS THAT ARE TO REMAIN FOR LATER USE SHALL BE MASKED WITH PAVEMENT MARKING MASK.
5. EXISTING SIGNS SHALL REMAIN UNTIL THEY ARE NO LONGER REQUIRED. EXISTING SIGNS WHICH CONFLICT WITH TEMPORARY TRAFFIC CONTROLS SHALL BE COMPLETELY COVERED WITH SOLID COVERS PAINTED BLACK OR REMOVED/RELOCATED AS NEEDED. TEMPORARY SIGNS SHALL BE INSTALLED AS SHOWN IN THE CONTRACTOR'S APPROVED TRAFFIC CONTROL PLANS. NEW SIGNING SHALL BE INSTALLED AS IT BECOMES APPLICABLE. ALL PROPOSED SIGNING SHALL BE INSTALLED AND ALL SIGNS TO BE REMOVED SHALL BE REMOVED PRIOR TO THE APPLICATION OF THE FINAL PAVEMENT MARKINGS.
6. ALL SIGNS SHALL BE LOCATED SO THEY ARE VISIBLE AND ABLE TO BE READ BY THE TRAVELING PUBLIC. SIGNS SHALL BE INSTALLED SO AS NOT TO OBSTRUCT EXISTING SIGNS.
7. ALL SIGNS AND BARRICADES SHALL BE INSPECTED AND REPAIRED DAILY. ALL SIGNS SHALL BE CLEANED OF DUST AND DEBRIS WEEKLY.
8. THE CONTRACTOR SHALL PROVIDE AN 8-FOOT HIGH TEMPORARY CHAIN LINK FENCE BEHIND THE TYPE III BARRICADES TO COMPLETELY BLOCK OFF PUBLIC ACCESS AT EACH END OF THE WORK AREAS INCLUDING ALL SIDE ROAD INTERSECTIONS. THE COST OF THE TEMPORARY CHAIN LINK FENCE IS INCIDENTAL TO ITEM 641.10 "TRAFFIC CONTROL".

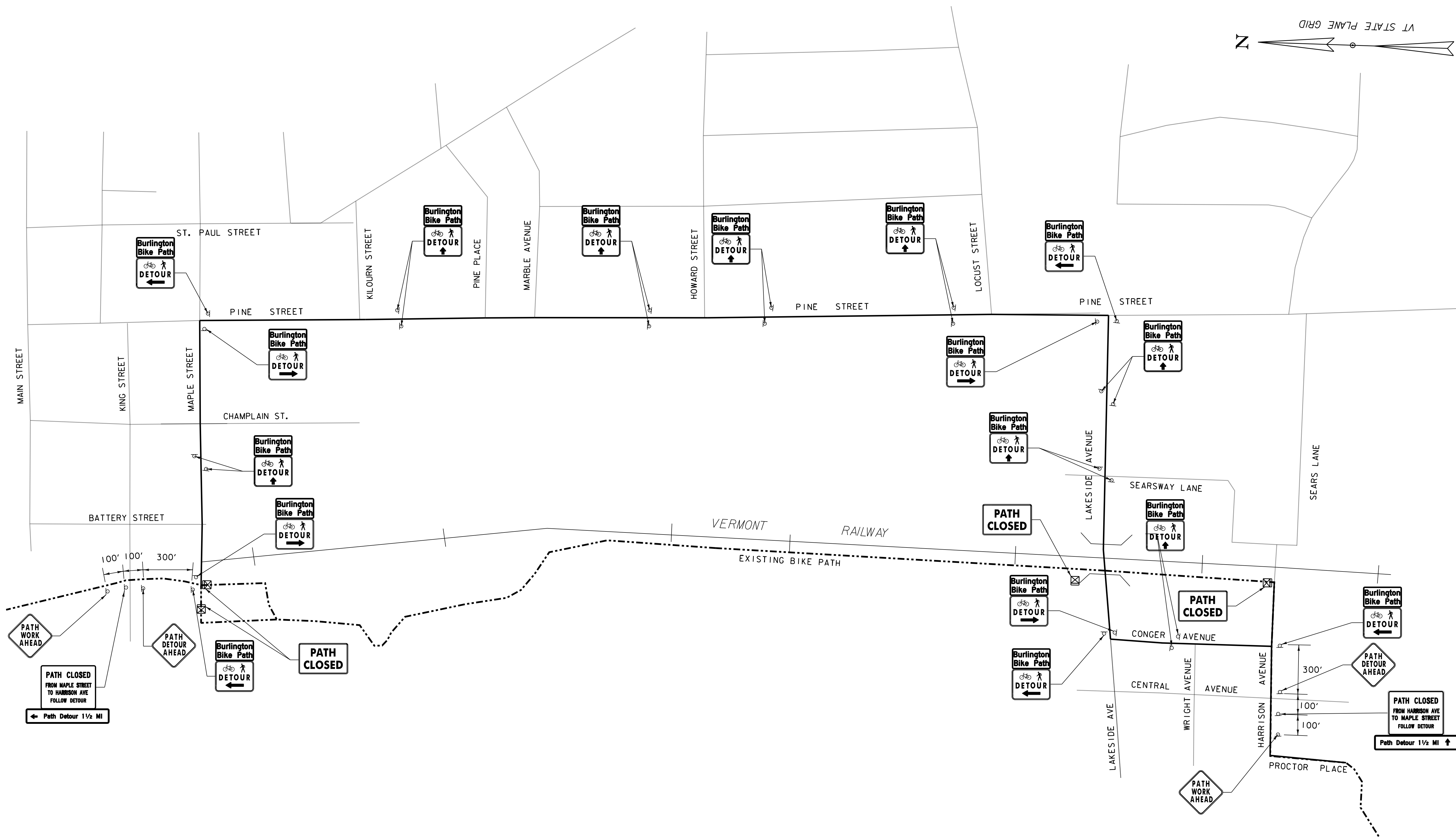
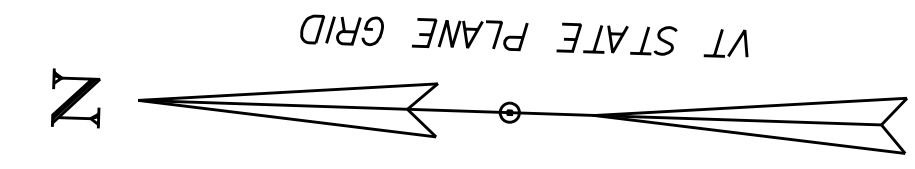


TRAFFIC CONTROL PLAN
FOR SIDE PATHS
N. T. S.

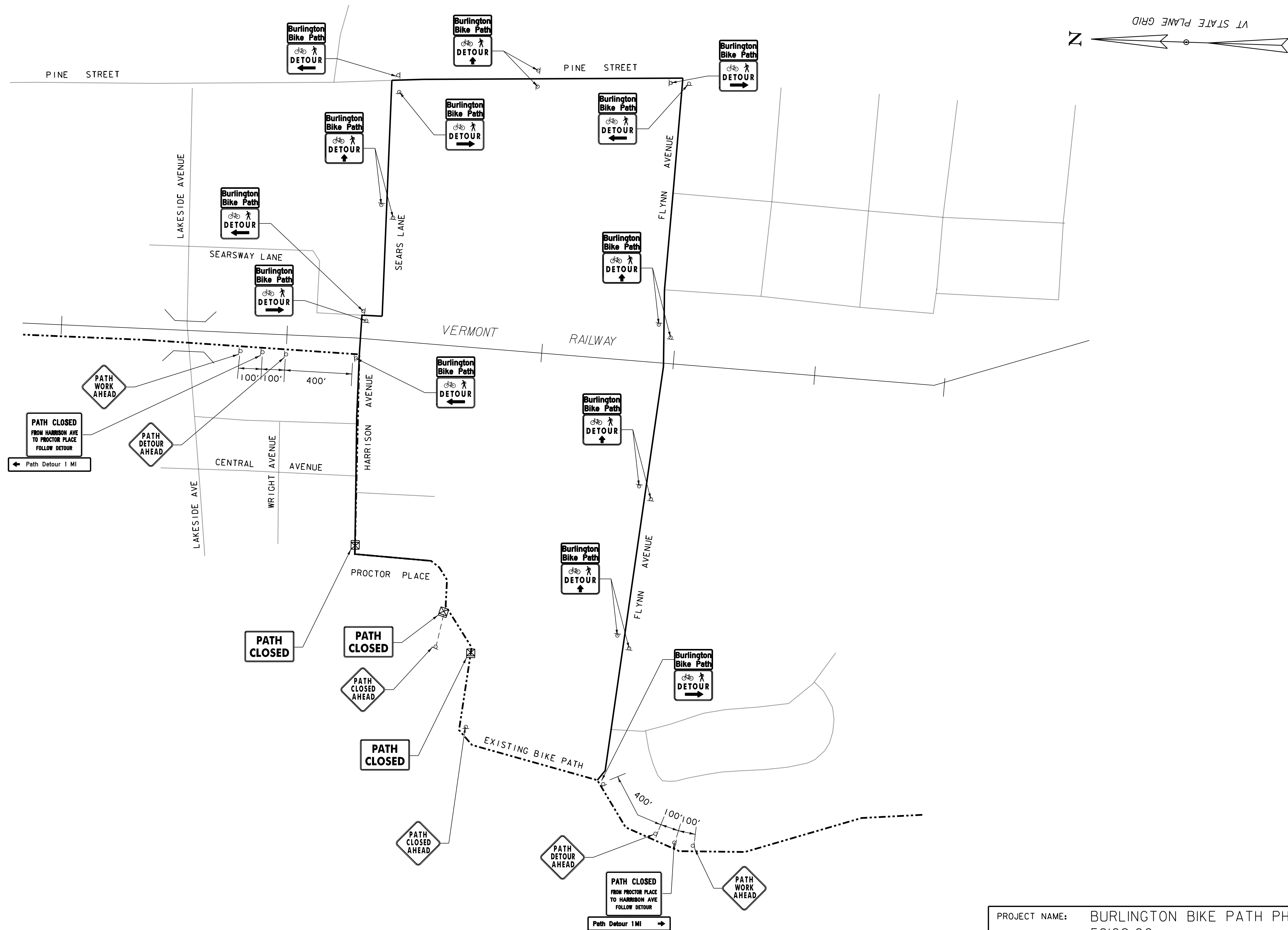
PROJECT NAME: BURLINGTON BIKE PATH PHASE 3	
PROJECT NUMBER: 58109.00	
FILE NAME: 58109+tcp.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P. DETRICK	DRAWN BY: C.K.FORD
DESIGNED BY: C.K.FORD	CHECKED BY: E.P. DETRICK
TRAFFIC CONTROL PLAN (1 OF 6)	SHEET 41 OF 72







PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A	
PROJECT NUMBER: 58109.00	
FILE NAME: 58109+cp.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P. DETRICK	DRAWN BY: C.K.FORD
DESIGNED BY: C.K.FORD	CHECKED BY: E.P. DETRICK
TRAFFIC CONTROL PLAN (3 OF 6)	SHEET 43 OF 72

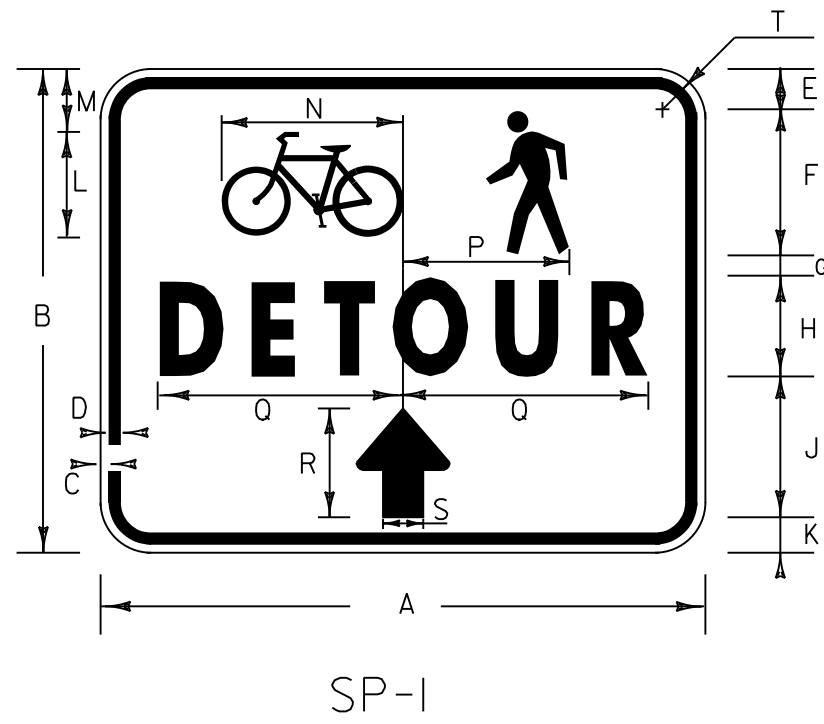
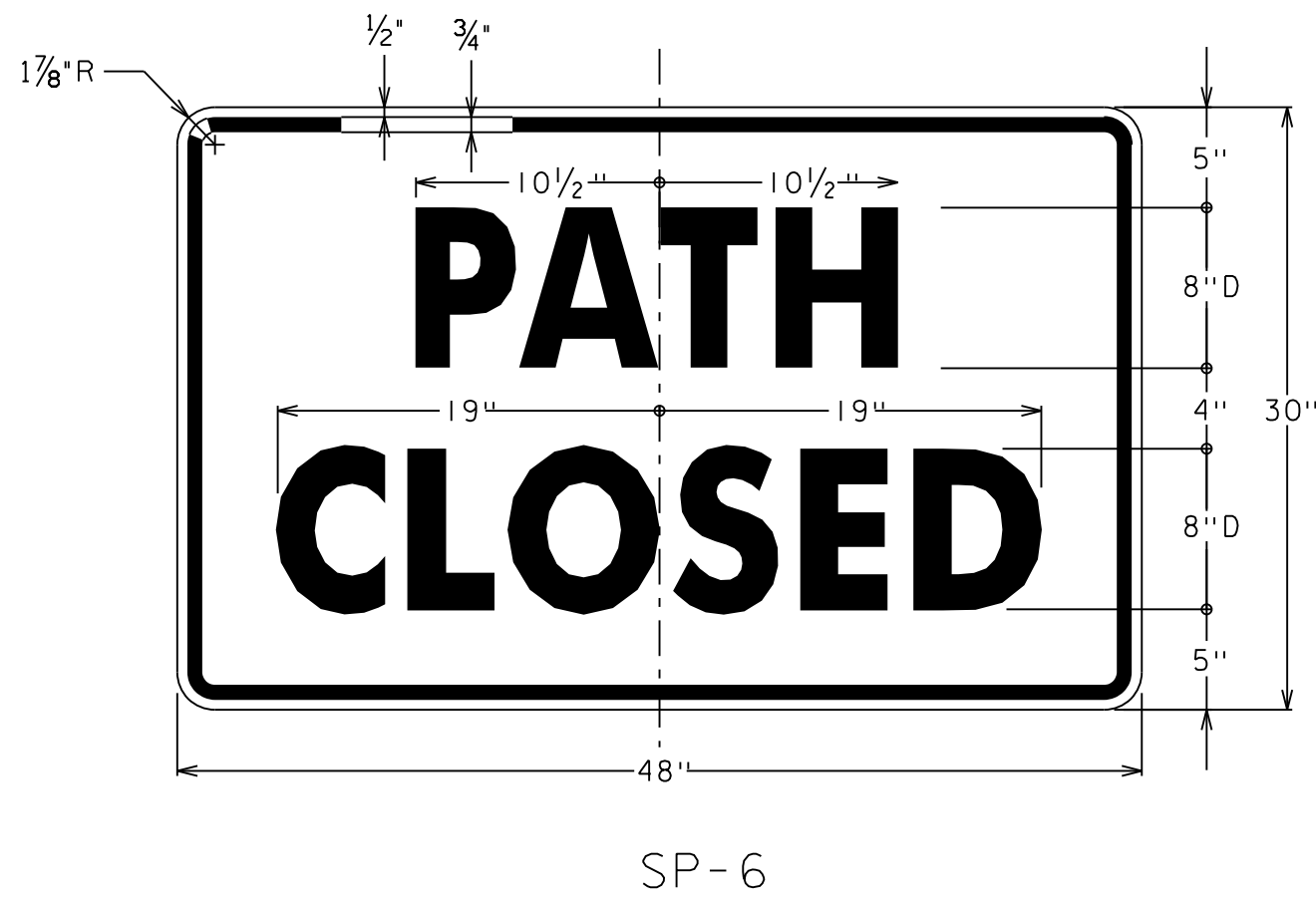
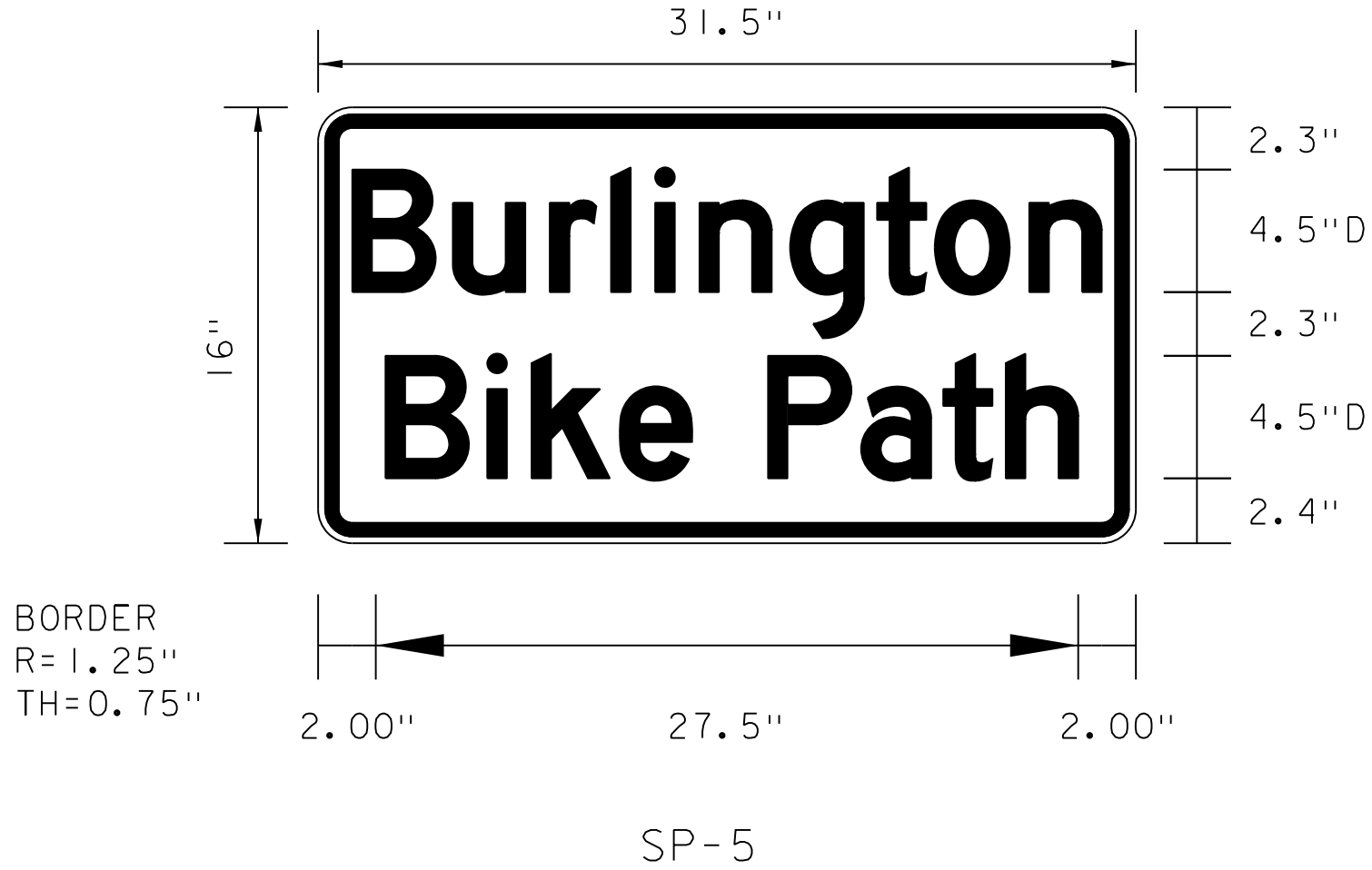
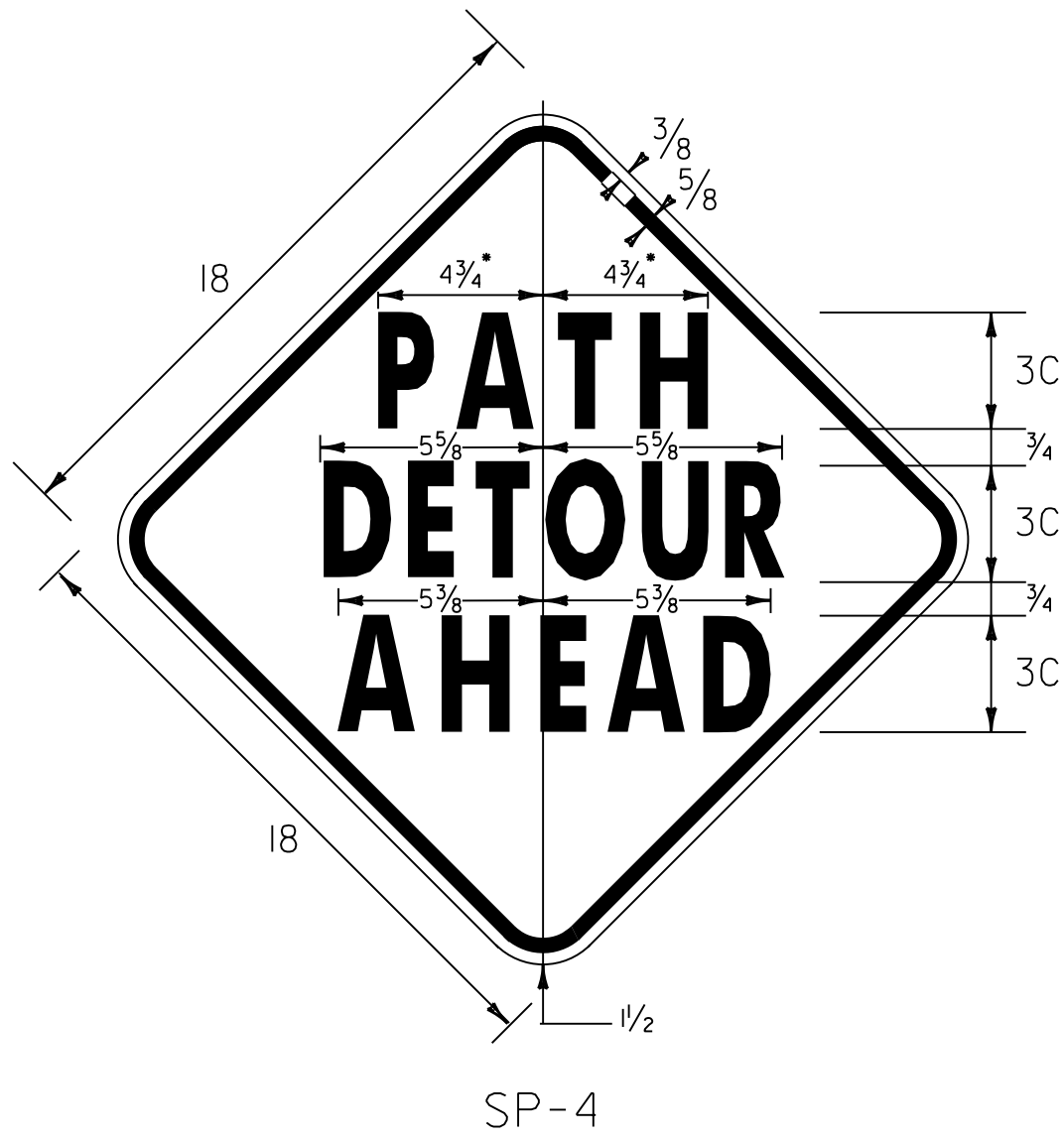
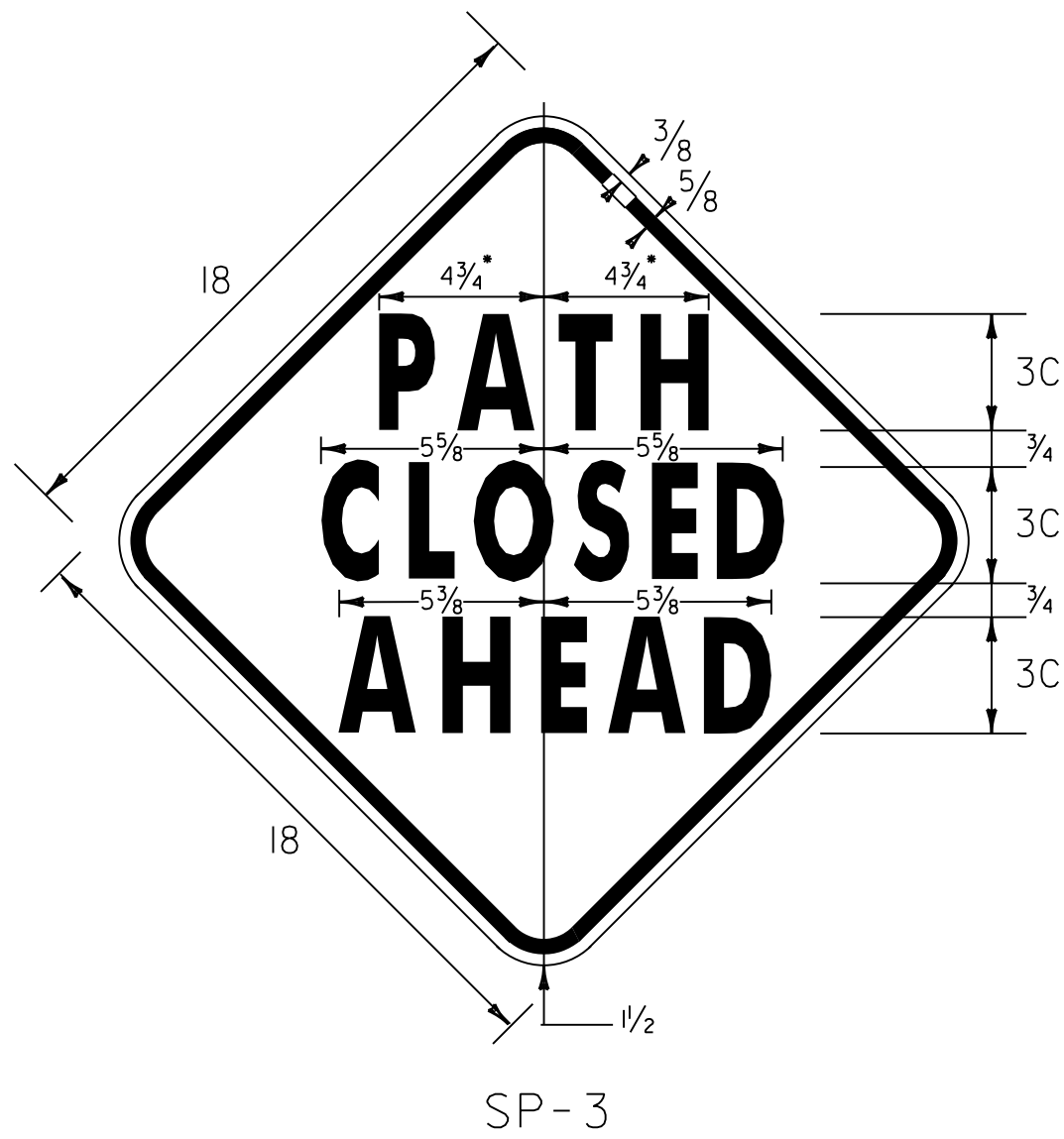
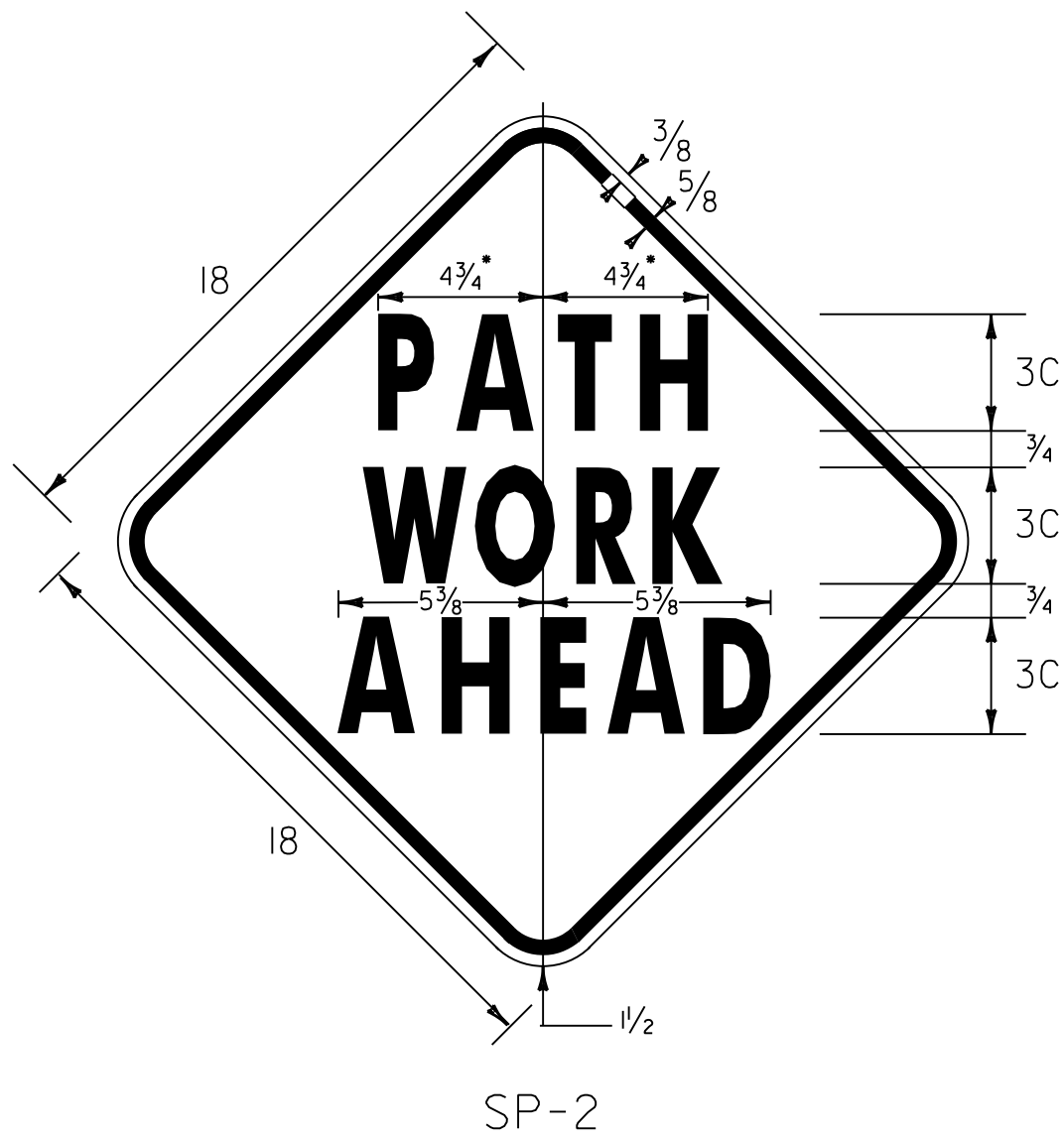


PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A	
PROJECT NUMBER: 58109.00	
FILE NAME: 58109+cp.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P. DETRICK	DRAWN BY: C.K.FORD
DESIGNED BY: C.K.FORD	CHECKED BY: E.P. DETRICK
TRAFFIC CONTROL PLAN (4 OF 6)	SHEET 44 OF 72



IDENTIFICATION NUMBER	SIZE OF SIGN		TEXT	NUMBER OF SIGNS REQ'D	REMARKS
	WIDTH (IN)	HEIGHT (IN)			
M4-9AL	30	24		5	MOUNT BELOW THE SP-5
M4-9AR	30	24		4	MOUNT BELOW THE SP-5
SP-1	30	24		16	MOUNT BELOW THE SP-5
SP-2	18	18		2	MOUNT ON SINGLE POST
SP-3	18	18		3	MOUNT ON SINGLE POST
SP-4	18	18		2	MOUNT ON SINGLE POST
SP-5	31.5	16		25	MOUNT ON SINGLE POST
SP-6	48	30		8	MOUNT ON TYPE III BARRICADE
SP-7	30	24		2	MOUNT ON SINGLE POST
SP-7	30	24		1	MOUNT ON SINGLE POST
SP-7	30	24		1	MOUNT ON SINGLE POST
SP-7	30	24		2	MOUNT ON SINGLE POST
D11-1a	36	6		1	MOUNT BELOW THE SP-7
D11-1a	36	6		1	MOUNT BELOW THE SP-7
D11-1a	36	6		1	MOUNT BELOW THE SP-7
D11-1a	36	6		1	MOUNT BELOW THE SP-7

* NUMBER OF SIGNS ESTIMATED ASSUMING 3 SEPARATE DETOUR/CLOSURE SETUPS.



SIGN	DIMENSIONS (INCHES)											
	A	B	C	D	E	F	G	H	J	K	L	
STD.	30	24	1/2	3/4	2	7/4	1	5D	6 3/4	2	5 3/8	
	M	N	P	Q	R	S	T					
	3/4	9	8 1/2	12 1/8	5 1/2	2	1 1/8					

NOTES:

- COLORS FOR ALL TEMPORARY TRAFFIC CONTROL SIGNS SHALL BE BLACK TEXT AND BORDER ON RETROREFLECTIVE FLUORESCENT ORANGE BACKGROUND.
- COLORS FOR THE SP-1 TO SP-6 SIGNS SHALL BE BLACK TEXT AND BORDER ON RETROREFLECTIVE FLUORESCENT ORANGE BACKGROUND.
- ALL SIGNS SHOWN ON THIS PLAN SHALL BECOME THE PROPERTY OF THE CITY OF BURLINGTON AFTER THEY ARE REMOVED FROM THE DETOUR. THE CONTRACTOR SHALL DELIVER THE SIGNS TO THE CITY. ALL COSTS ASSOCIATED WITH PROVIDING THE SIGNS TO THE CITY SHALL BE INCIDENTAL TO ITEM 641.10, "TRAFFIC CONTROL".
- THE NUMBER OF REQUIRED SIGNS INDICATED ON THE TABLE IS THE NUMBER OF NEW SIGNS THAT THE CONTRACTOR CAN EXPECT TO PURCHASE. THE CITY OF BURLINGTON HAS ADDITIONAL SIGNS IN STOCKPILE THAT CAN BE USED BY THE CONTRACTOR TO COVER THE DIFFERENCE BETWEEN THE TOTAL NUMBER OF SIGNS REQUIRED AND THE NUMBER OF SIGNS THE CONTRACTOR MUST PURCHASE.

PROJECT NAME:	BURLINGTON BIKE PATH PHASE 3A
PROJECT NUMBER:	58109.00
FILE NAME:	58109+cp.dgn
PROJECT LEADER:	E.P.DETRICK
DESIGNED BY:	C.K.FORD
TRAFFIC CONTROL PLAN (5 OF 6)	
PLOT DATE:	4/23/2019
DRAWN BY:	C.K.FORD
CHECKED BY:	E.P.DETRICK
SHEET	45 OF 72



EPSC PLAN NARRATIVE

1.1 PROJECT DESCRIPTION

THIS PROJECT INVOLVES THE REMOVAL OF THE EXISTING PATH PAVEMENT; THE WIDENING AND REPAVING OF THE PATH: INSTALLATION OF PAVEMENT MARKINGS, SIGNS, CONCRETE SIDEWALK RAMPS, AND FENCING; REVETMENT INSTALLATION AND REPAIRS ALONG THE WATERFRONT. THERE IS ALSO THE CONSTRUCTION OF A BIORETENTION BASIN AT LEDDY PARK.

- NOTE: AREA OF DISTURBANCE INCLUDES LIMITS OF EARTH DISTURBANCE WITHIN THE PROJECT AREA, BUT DOES NOT INCLUDE WASTE, BORROW AND STAGING AREAS. PROPOSED STAGING AREAS WILL BE IN PAVED AREAS AT THE END OF THE PROJECT AND WILL NOT REQUIRE ADDITIONAL EARTH DISTURBANCE. ALL EROSION PREVENTION AND SEDIMENT CONTROL MEASURES NECESSARY FOR WASTE, BORROW, AND STAGING AREAS OUTSIDE THE PROJECT LIMITS SHALL BE INCIDENTAL TO CONTRACT ITEMS.
- NO STOCKPILES SHALL BE LOCATED BELOW THE ORDINARY HIGH WATER (OHW) ELEVATION OF LAKE CHAMPLAIN.

TOTAL AREA OF DISTURBANCE AS SHOWN ON THE ATTACHED EPSC PLAN IS APPROXIMATELY 3.69 ACRES.

IT IS ANTICIPATED THAT THIS PROJECT WILL LAST ONE CONSTRUCTION SEASON.

1.2 SITE INVENTORY

1.2.1 TOPOGRAPHY

UNDER EXISTING CONDITIONS, STORMWATER RUNOFF FROM THE SITE EITHER INFILTRATES AT ADJACENT VEGETATED AREAS OR FLOWS OVER LAND TO LAKE CHAMPLAIN OR TO UNNAMED TRIBUTARIES OF LAKE CHAMPLAIN THE PROJECT AREA TOPOGRAPHY IS RELATIVELY FLAT ALONG ITS LENGTH, WITH SOME STEEPER SIDE SLOPES, AS THE ORIGINAL PATH IS BUILT ALONG A FORMER RAILROAD CORRIDOR. THE ATTACHED EPSC PLANS DEPICT THE EXISTING LAND COVER AND TOPOGRAPHY ALONG THE PATH..

1.2.2 DRAINAGE, WATERWAYS, BODIES OF WATER, AND PROXIMITY TO NATURAL OR MAN-MADE WATER FEATURES

THE MAJOR WATERSHEDS ASSOCIATED WITH THE PROJECT SITE LAKE CHAMPLAIN. LAKE CHAMPLAIN IS NOT INCLUDED ON THE STATE OF VERMONT 303(D) LIST OF WATERS, PART A (2016). MOST AREAS OF THE PROJECT DRAIN VIA SHEET FLOW TO ADJACENT VEGETATED AREA.

1.2.3 VEGETATION

THE VEGETATION IN THE PROJECT AREA CONSISTS OF GRASSED SHOULDERS AND SIDE SLOPES, HARDWOOD TREES, CONIFER TREES AND UNDERGROWTH. THE IMPACT TO VEGETATION WILL BE LIMITED TO THAT WHICH IS DIRECTLY AFFECTED BY WIDENING THE PATH AND EXTENDING SLOPES AS REQUIRED. UPON PROJECT COMPLETION, THE DISTURBED VEGETATION WILL BE REESTABLISHED WITH STANDARD SEED AND MULCH PRACTICES.

1.2.4 SOILS

ALL SOIL DATA CAME FROM THE U.S. DEPARTMENT OF AGRICULTURE SOIL CONSERVATION SERVICE FOR THE COUNTY OF CHITTENDEN, VERMONT. SOILS ON THE PROJECT SITE ARE FILL MATERIAL K=0.10, MUNSON AND RAYNHAM SILT LOAM K=0.49, COVINGTON SILTY CLAY K=0.49, DUANE AND DEERFIELD 0-5% SLOPE K=0.24. THE MAJORITY OF THE DISTURBANCE FOR THE PROJECT WILL TAKE PLACE IN FILL MATERIAL AND LOW SLOPES.

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

1.2.5 SENSITIVE RESOURCE AREAS

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

1.3 RISK EVALUATION

THIS PROJECT FALLS UNDER THE JURISDICTION OF 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.

1.4 EROSION PREVENTION AND SEDIMENT CONTROL

THE EROSION CONTROL PLANS ARE MEANT AS A GUIDELINE FOR PREVENTING EROSION AND CONTROLLING SEDIMENT TRANSPORT. THE PRINCIPLES OUTLINED IN THIS NARRATIVE CONSIST OF APPLYING MEASURES THROUGHOUT CONSTRUCTION OF THE PROJECT IN ORDER TO MINIMIZE SEDIMENT TRANSPORT TO THE RECEIVING WATERS. THE MEASURES INCLUDE STABILIZATION AND STRUCTURAL PRACTICES, STORM WATER CONTROLS AND OTHER POLLUTION PREVENTION PRACTICES. THEY HAVE BEEN PROPOSED BY THE DESIGNER AS A BASIS FOR PROTECTING RESOURCES AND WILL NEED TO BE BUILT UPON BASED ON THE SPECIFIC MEANS AND METHODS OF THE CONTRACTOR. REFER TO THE LOW RISK SITE HANDBOOK AND APPROPRIATE DETAIL SHEETS FOR SPECIFIC GUIDANCE AND CONSTRUCTION DETAILING.

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

1.4.1 MARK SITE BOUNDARIES

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

PROJECT DEMARCATION FENCING (PDF) SHALL BE USED TO PHYSICALLY MARK SITE BOUNDARIES. BECAUSE THIS PROJECT FALLS UNDER THE CGP 3-9020, BARRIER FENCE SHALL BE USED INSTEAD OF PROJECT DEMARCATION FENCE WITHIN 100 FEET OF A WATER RESOURCE (STREAM, BROOK, LAKE, POND, WETLAND, ETC).

1.4.2 LIMIT DISTURBANCE AREA

PREVENTING INITIAL SOIL EROSION BY MINIMIZING THE EXPOSED AREA IS MUCH MORE EFFECTIVE THAN TREATING ERODED SEDIMENT. EARTH DISTURBANCE CAN BE MINIMIZED THROUGH CONSTRUCTION PHASING BY ONLY OPENING UP EARTH AS NECESSARY. THIS CAN LIMIT THE AREA THAT WILL BE DISTURBED AND EXPOSED TO EROSION. EMPLOY TEMPORARY CONSTRUCTION STABILIZATION PRACTICES IN INCREMENTAL STAGES AS PHASES CHANGE. FOR PROJECTS WHICH FALL UNDER THE CONSTRUCTION GENERAL PERMIT, ONLY THE ACREAGE LISTED ON THE PERMIT AUTHORIZATION MAY BE EXPOSED AT ANY GIVEN TIME.

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

1.4.3 SITE ENTRANCE/EXIT STABILIZATION

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.

STABILIZED CONSTRUCTION ENTRANCES SHALL BE INSTALLED AS PROPOSED ON THE EPSC PLAN AND ANYWHERE EQUIPMENT WILL BE GOING FROM AREAS OF EXPOSED SOILS TO PAVED SURFACES.

1.4.4 INSTALL SEDIMENT BARRIERS

SEDIMENT BARRIERS SHALL BE UTILIZED TO INTERCEPT RUNOFF AND ALLOW SUSPENDED SEDIMENT TO SETTLE OUT. THEY SHALL BE INSTALLED PRIOR TO ANY UP SLOPE WORK.

SILT FENCE WILL BE INSTALLED AS PROPOSED ON THE EPSC PLAN. BECAUSE THIS PROJECT FALLS UNDER THE CGP 3-9020, WOVEN WIRE REINFORCED SILT FENCE SHALL BE USED INSTEAD OF SILT FENCE WITHIN 100 FEET UPSLOPE OF RECEIVING WATERS.

1.4.5 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 FLAT. THEREFORE IT IS NOT ANTICIPATED THAT DIVERSION MEASURES WILL BE NECESSARY.

1.4.6 SLOW DOWN CHANNELIZED RUNOFF

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

STONE CHECK DAMS WILL BE INSTALLED AS PROPOSED ON THE EPSC PLAN, AT A MINIMUM.

1.4.7 CONSTRUCT PERMANENT CONTROLS

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

1.4.8 STABILIZE EXPOSED SOILS DURING CONSTRUCTION

ALL AREAS OF DISTURBANCE MUST HAVE TEMPORARY STABILIZATION IN PLACE WITHIN 48 HOURS OF DISTURBANCE OR IN ACCORDANCE WITH THE CONSTRUCTION GENERAL PERMIT 3-9020 AUTHORIZATION.

SURFACE ROUGHENING OF ALL EXPOSED SLOPES, COMBINED WITH TEMPORARY MULCHING, SHALL BE UTILIZED ON A REGULAR BASIS. BIODEGRADABLE EROSION CONTROL MATTING OR AN EQUIVALENT SHALL BE USED TO STABILIZE ALL SLOPES STEEPER THAN 1:3.

THE FORECAST OF RAINFALL EVENTS SHALL TRIGGER IMMEDIATE PROTECTION OF EXPOSED SOILS.

1.4.9 WINTER STABILIZATION

VARIOUS MEASURES SPECIFIC TO WINTER MAY BE NECESSARY SHOULD THE PROJECT EXTEND INTO WINTER (OCTOBER 15 THROUGH APRIL 15). REFER TO THE LOW RISK SITE HANDBOOK FOR GUIDANCE.

1.4.10 STABILIZE SOIL AT FINAL GRADE

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

SEED, MULCH, FERTILIZER AND LIME SHALL BE USED TO ESTABLISH PERMANENT VEGETATION. FOR SLOPES STEEPER THAN 1:3, BIODEGRADABLE EROSION CONTROL MATTING OR AN EQUIVALENT SHALL BE USED INSTEAD OF MULCH.

1.4.11 DE-WATERING ACTIVITIES

DISCHARGE FROM DEWATERING ACTIVITIES THAT FLOWS OFF OF THE CONSTRUCTION SITE MUST NOT CAUSE OR CONTRIBUTE TO A VIOLATION OF THE VERMONT WATER QUALITY STANDARDS.

1.4.12 INSPECT YOUR SITE

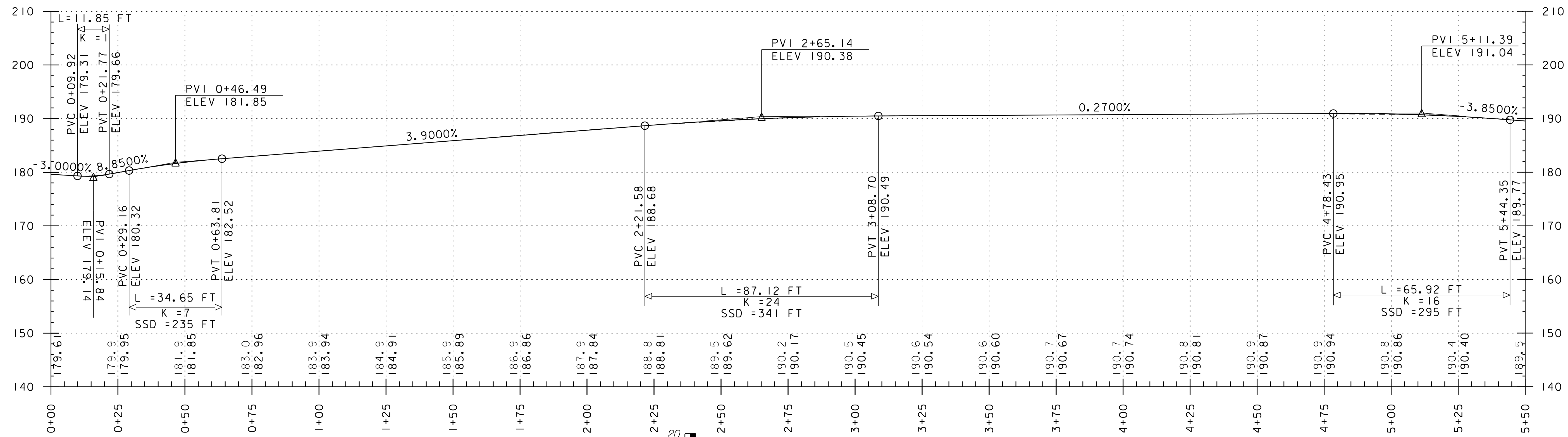
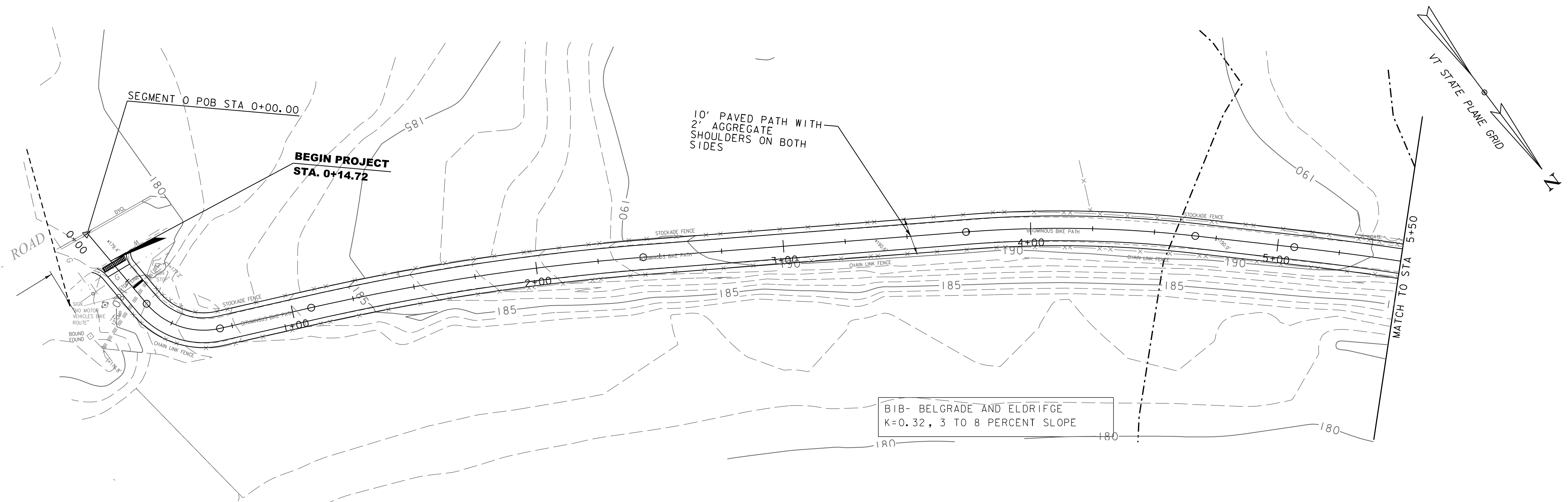
INSPECT THE PROJECT SITE BASED ON SPECIAL PROVISION REQUIREMENTS OR CONSTRUCTION GENERAL PERMIT AUTHORIZATION STIPULATIONS.

1.5 SEQUENCE AND STAGING

THIS SECTION WILL BE DEVELOPED BY THE CONTRACTOR FOLLOWING THE GUIDELINES OF THE LOW RISK HANDBOOK AND CONDITIONS OF THE CONSTRUCTION GENERAL PERMIT.



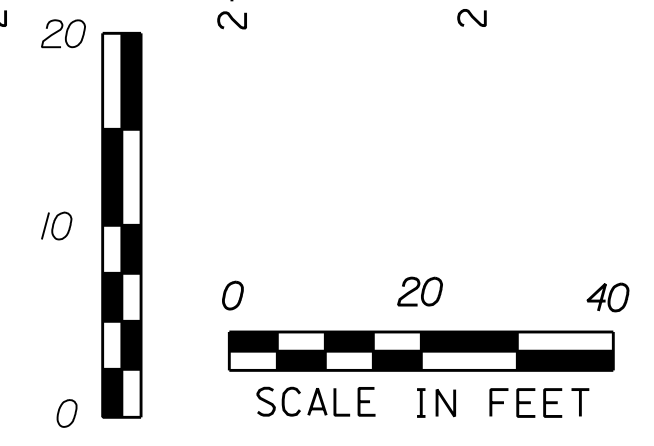
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PROJECT NUMBER: 58109.00	
FILE NAME: 58109epsc.narrative.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P.DETRICK	DRAWN BY: B.O. CRONIN
DESIGNED BY: B.O. CRONIN	CHECKED BY: E.P.DETRICK
EPSC NARRATIVE	SHEET 47 OF 72



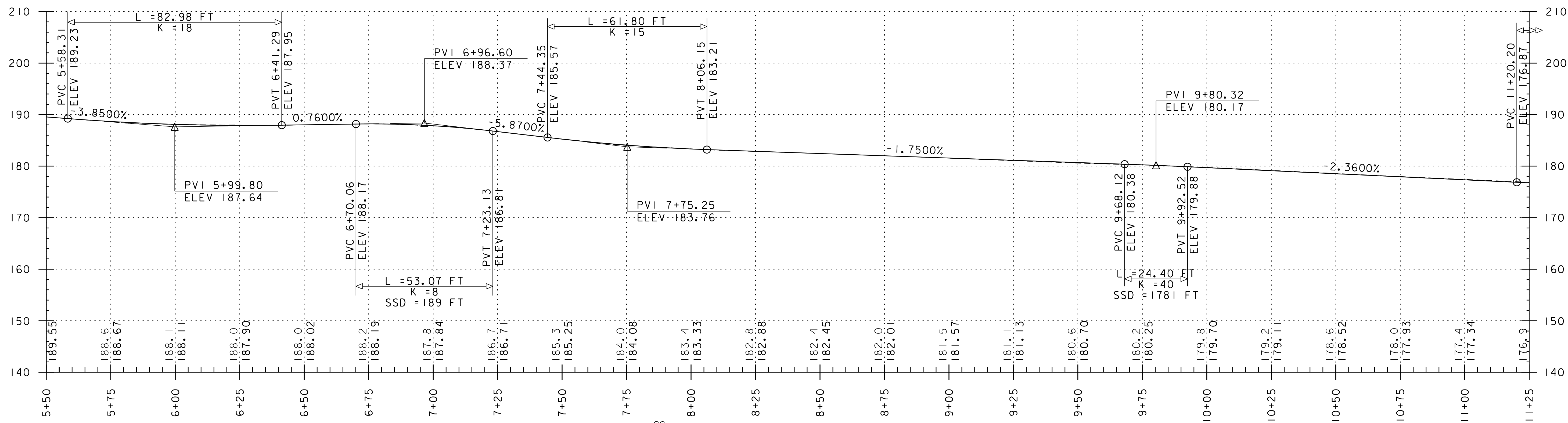
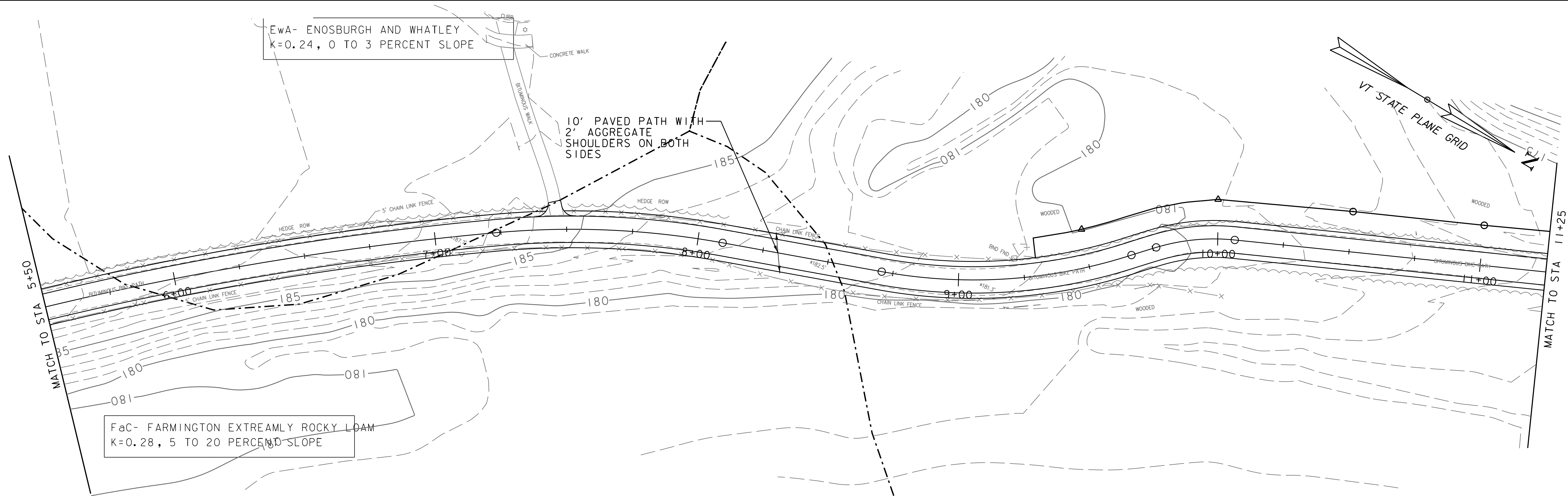
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THE GRADES SHOWN TO THE NEAREST HUNDREDTH ARE THE FINISH GRADES ALONG THE PROPOSED ALIGNMENT.

STATIONING AND ELEVATIONS IN FEET (TYP.)



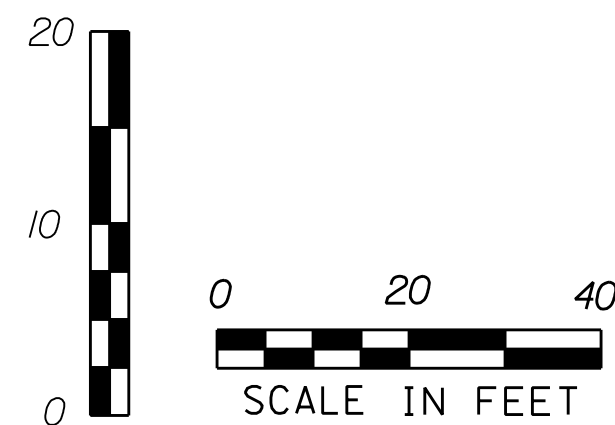
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PROJECT NUMBER: 58109.00	
FILE NAME: 58109bdr_ero.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P.DETRICK	DRAWN BY: B.O. CRONIN
DESIGNED BY: B.O. CRONIN	CHECKED BY: E.P.DETRICK
EROSION CONTROL PLAN (SHEET 1 OF 12)	SHEET 48 OF 72



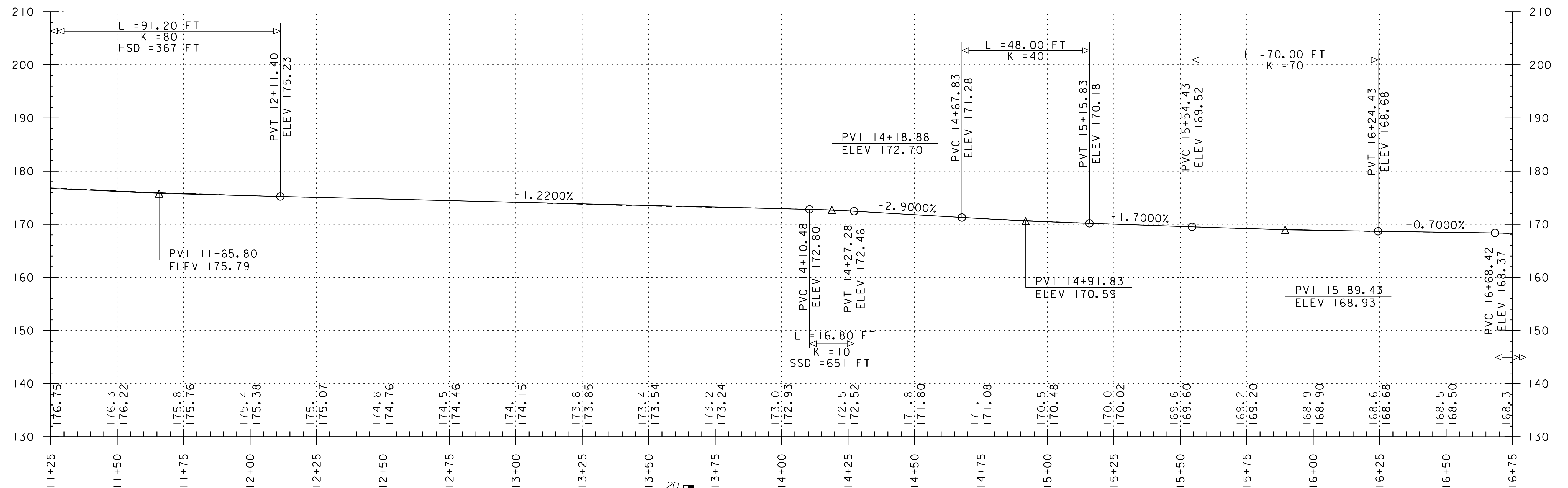
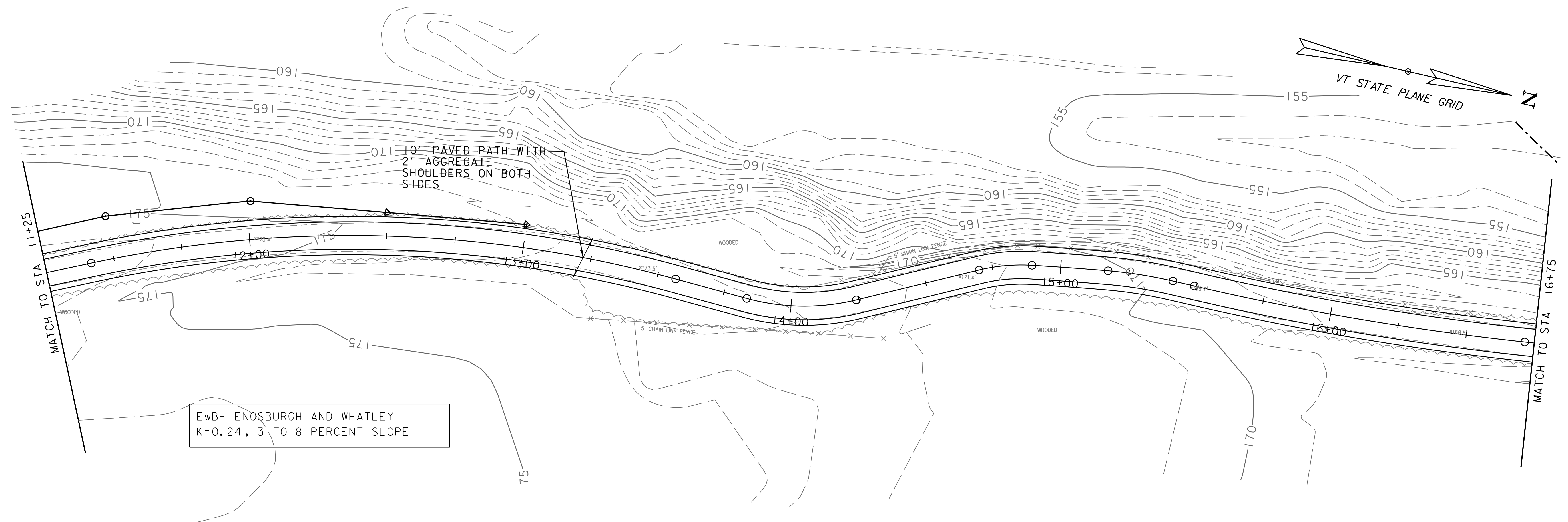
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THE GRADES SHOWN TO THE NEAREST HUNDREDTH ARE THE FINISH GRADES ALONG THE PROPOSED ALIGNMENT.

STATIONING AND ELEVATIONS IN FEET (TYP.)



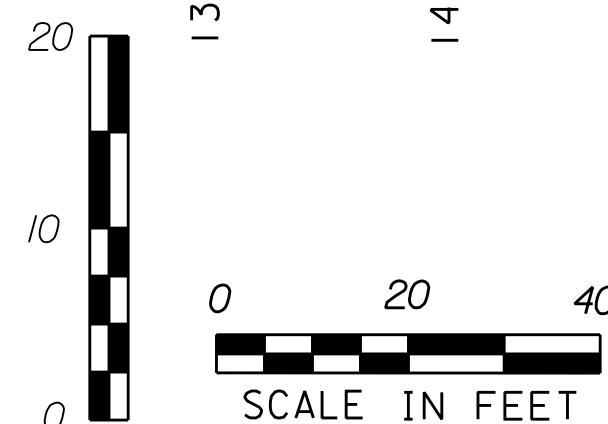
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PROJECT NUMBER: 58109.00	
FILE NAME: 58109bdr_ero.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P.DETRICK	DRAWN BY: B.O. CRONIN
DESIGNED BY: B.O. CRONIN	CHECKED BY: E.P.DETRICK
EROSION CONTROL PLAN (SHEET 2 OF 12)	SHEET 49 OF 72



THE GRADES SHOWN TO THE NEAREST TENTH ARE THE ORIGINAL
GROUND ELEVATIONS LONG THE PROPOSED ALIGNMENT.

THE GRADES SHOWN TO THE NEAREST HUNDREDTH ARE THE FINISH
GRADES ALONG THE PROPOSED ALIGNMENT.

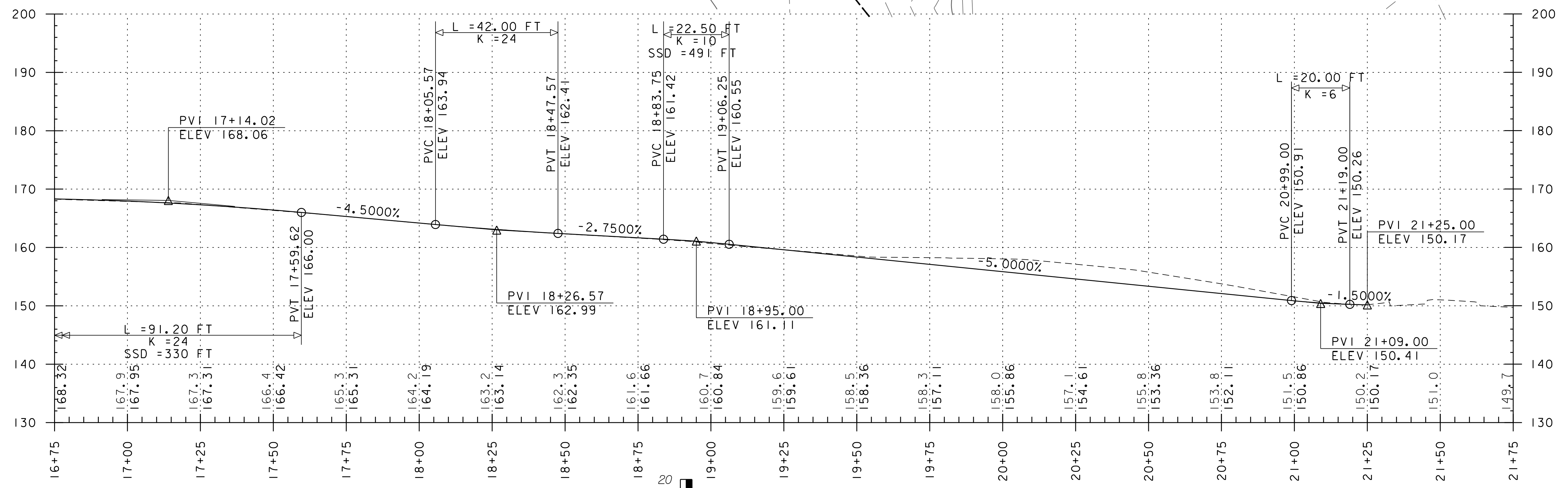
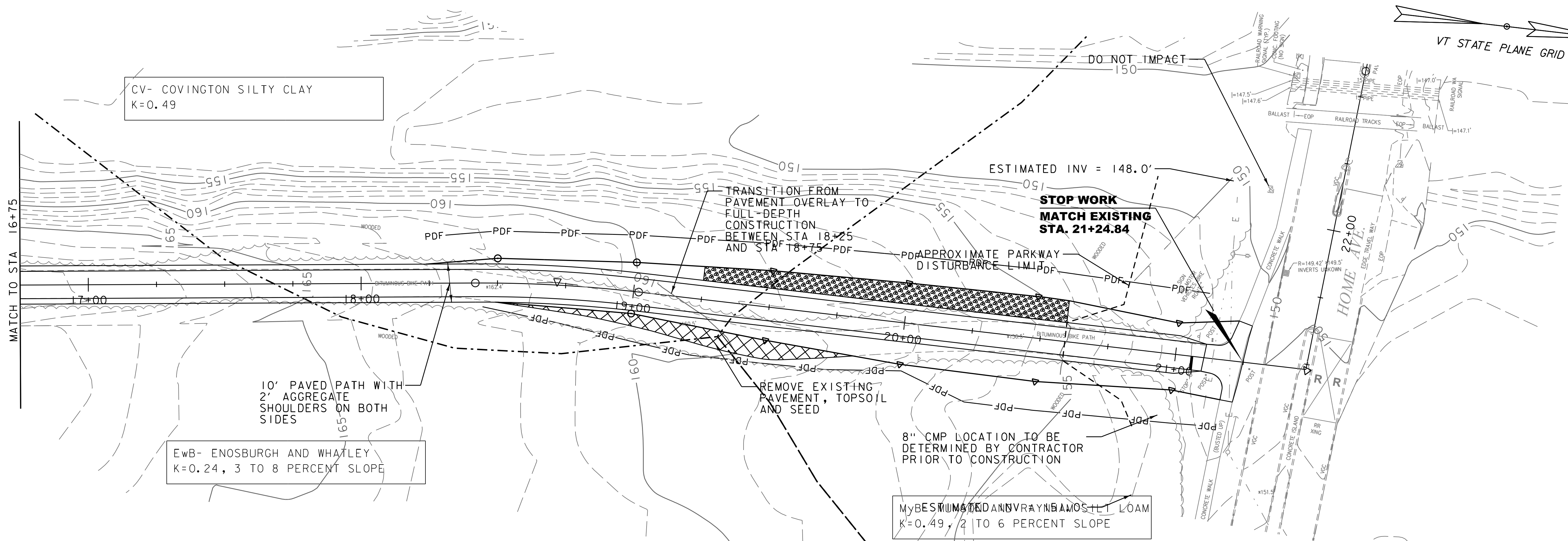
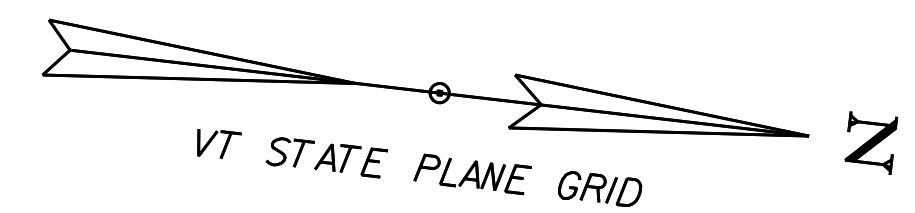
STATIONING AND ELEVATIONS IN FEET (TYP.)



PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A
PROJECT NUMBER: 58109.00

FILE NAME: 58109bdr_ero.dgn
PROJECT LEADER: E.P.DETRICK
DESIGNED BY: B.O. CRONIN
EROSION CONTROL PLAN (SHEET 3 OF 12)

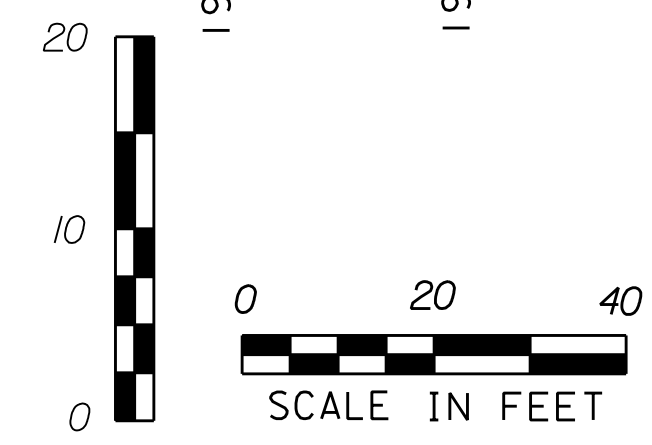
PLOT DATE: 4/23/2019
DRAWN BY: B.O. CRONIN
CHECKED BY: E.P.DETRICK
SHEET 50 OF 72



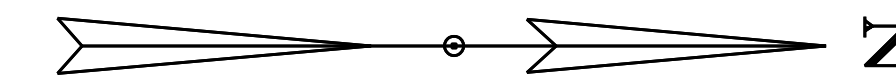
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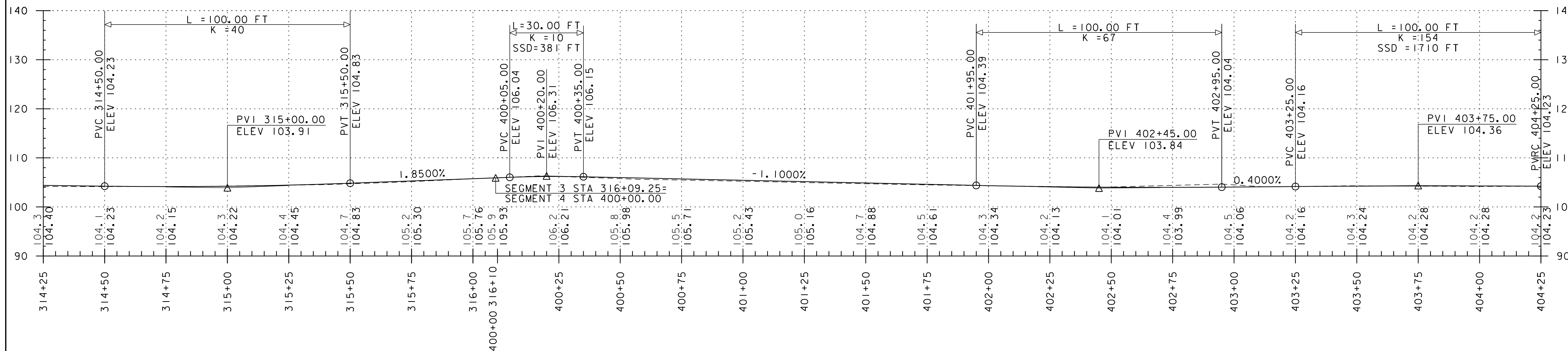
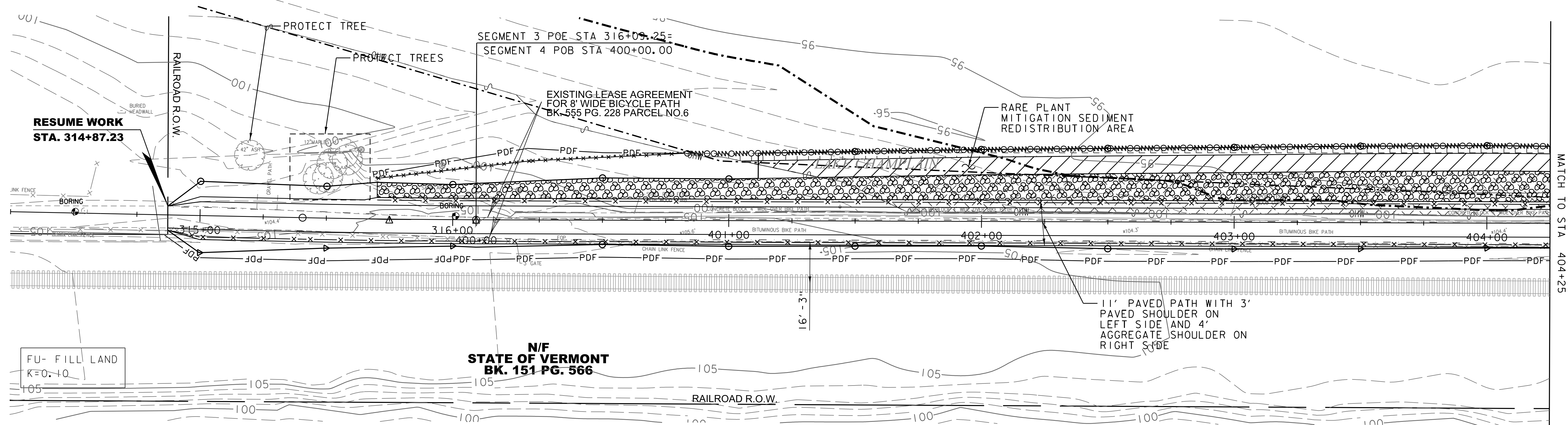
STATIONING AND ELEVATIONS IN FEET (TYP.)



PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A	
PROJECT NUMBER: 58109.00	
FILE NAME: 58109bdr_ero.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P.DETRICK	DRAWN BY: B.O. CRONIN
DESIGNED BY: B.O. CRONIN	CHECKED BY: E.P.DETRICK
EROSION CONTROL PLAN (SHEET 4 OF 12)	SHEET 51 OF 72



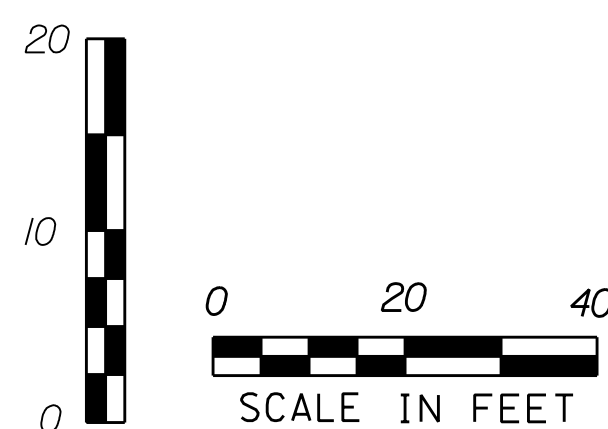
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THE GRADES SHOWN TO THE NEAREST TENTH ARE THE ORIGINAL GROUND ELEVATIONS LONG THE PROPOSED ALIGNMENT.

THE GRADES SHOWN TO THE NEAREST HUNDREDTH ARE THE FINISH GRADES ALONG THE PROPOSED ALIGNMENT.

STATIONING AND ELEVATIONS IN FEET (TYP.)



PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A

PROJECT NUMBER: 58109.00

FILE NAME: 58109bdr_ero.dgn

PROJECT LEADER: E.P.DETRICK

DESIGNED BY: B.O. CRONIN

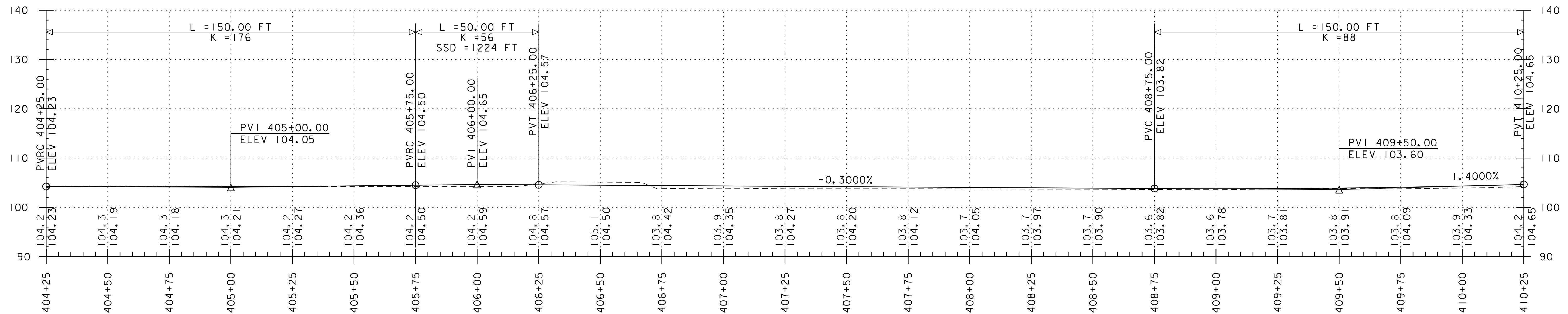
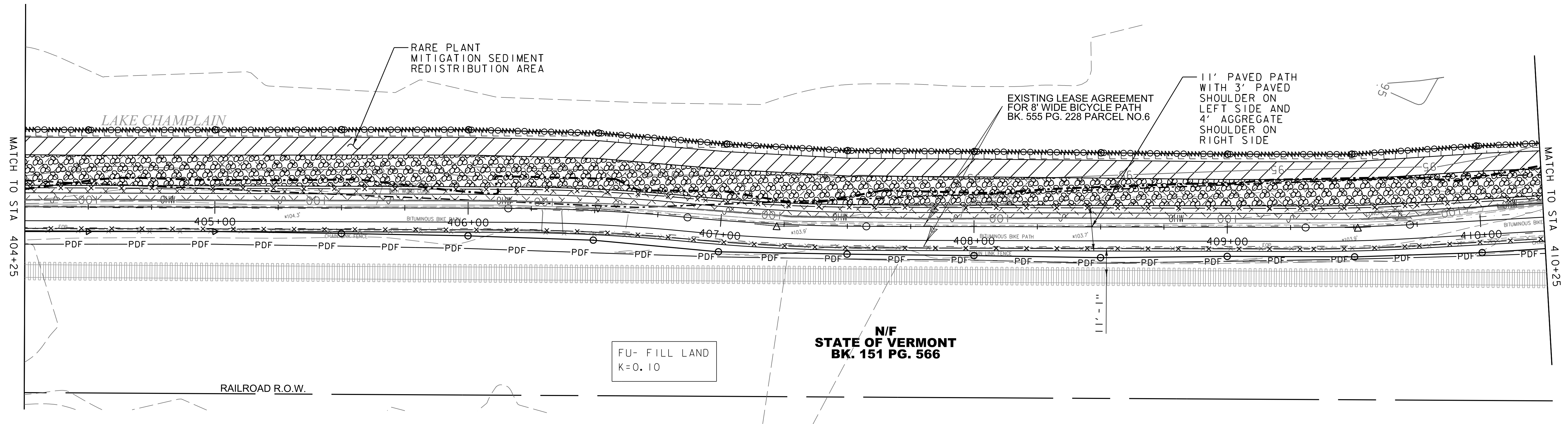
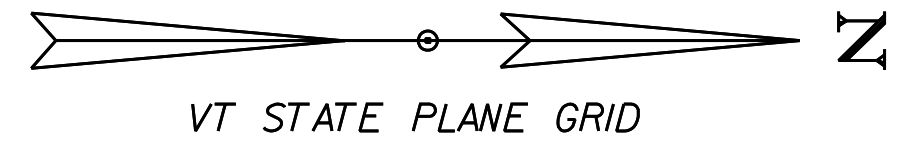
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PLOT DATE: 4/23/2019

DRAWN BY: B.O. CRONIN

CHECKED BY: E.P.DETRICK

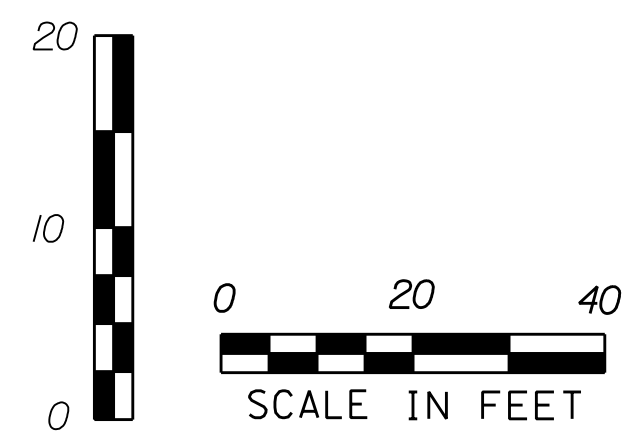
SHEET 54 OF 72



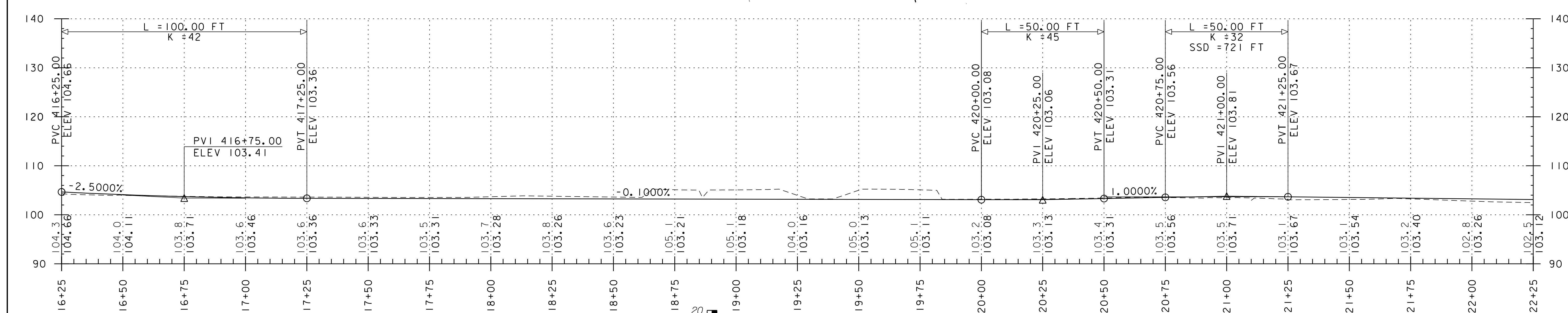
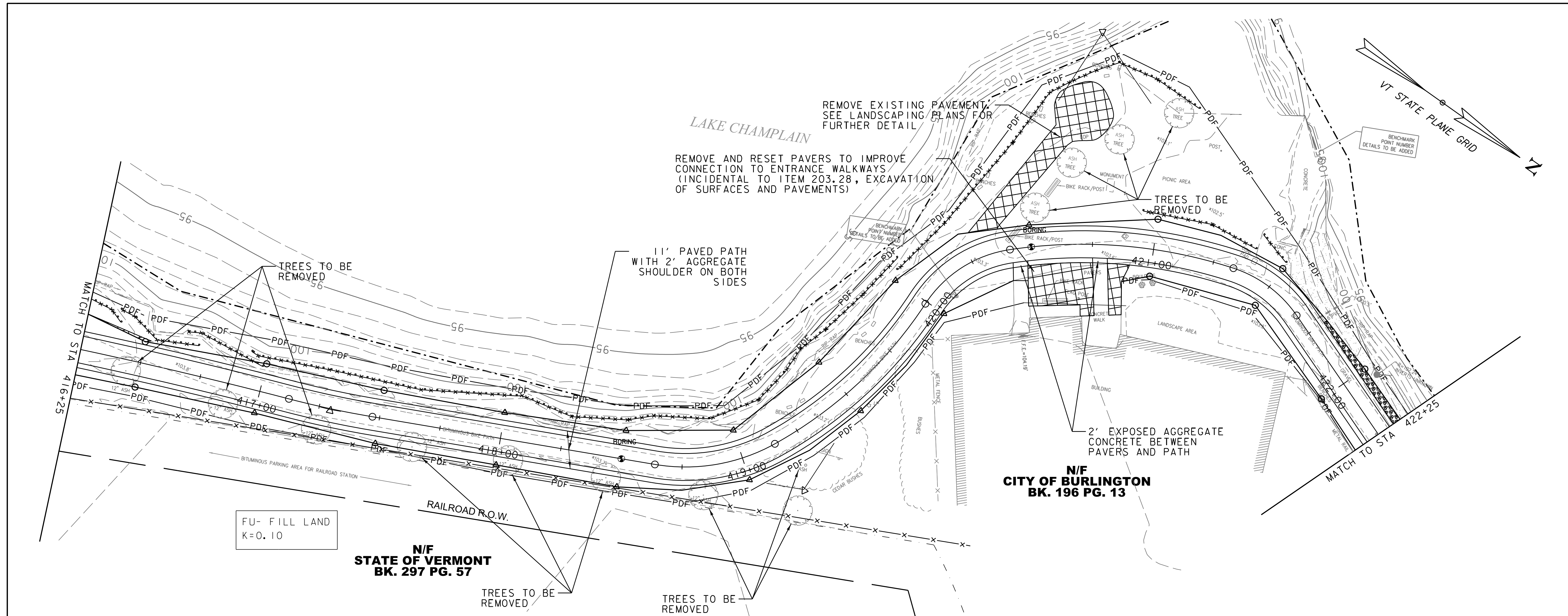
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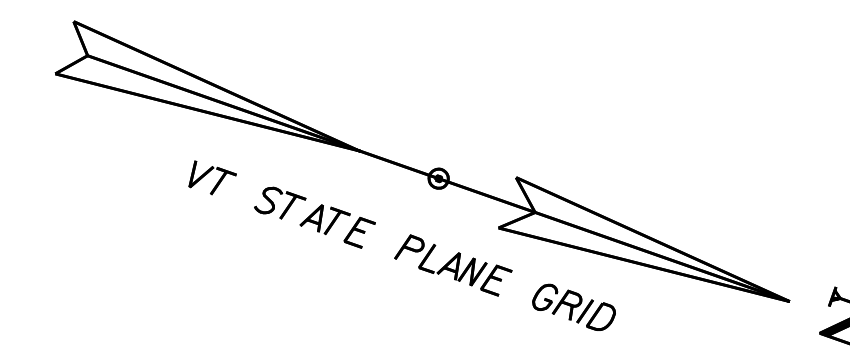
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STATIONING AND ELEVATIONS IN FEET (TYP.)

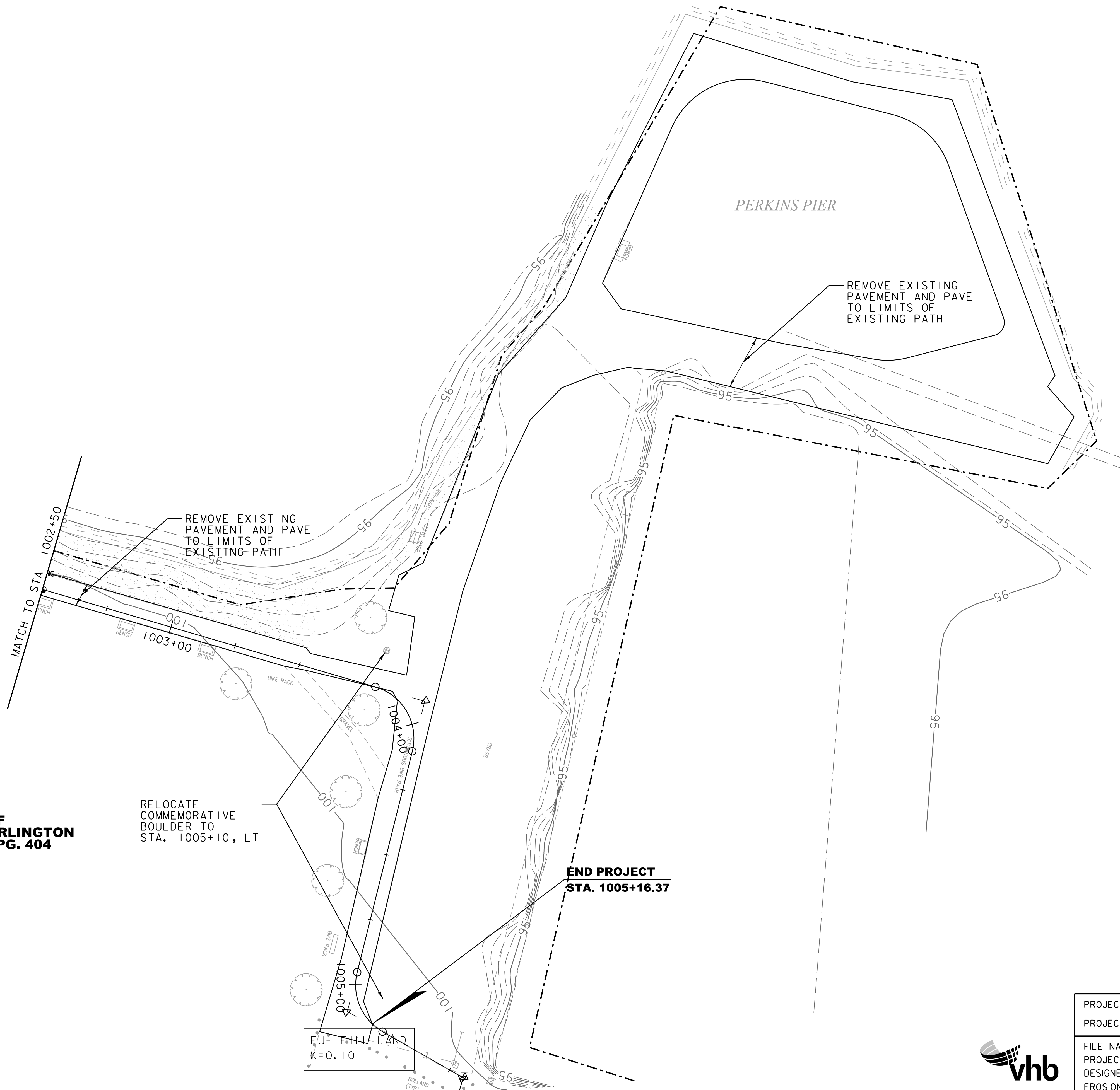


PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A	
PROJECT NUMBER: 58109.00	
FILE NAME: 58109bdr_ero.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P.DETRICK	DRAWN BY: B.O. CRONIN
DESIGNED BY: B.O. CRONIN	CHECKED BY: E.P.DETRICK
EROSION CONTROL PLAN (SHEET 8 OF 12)	SHEET 55 OF 72





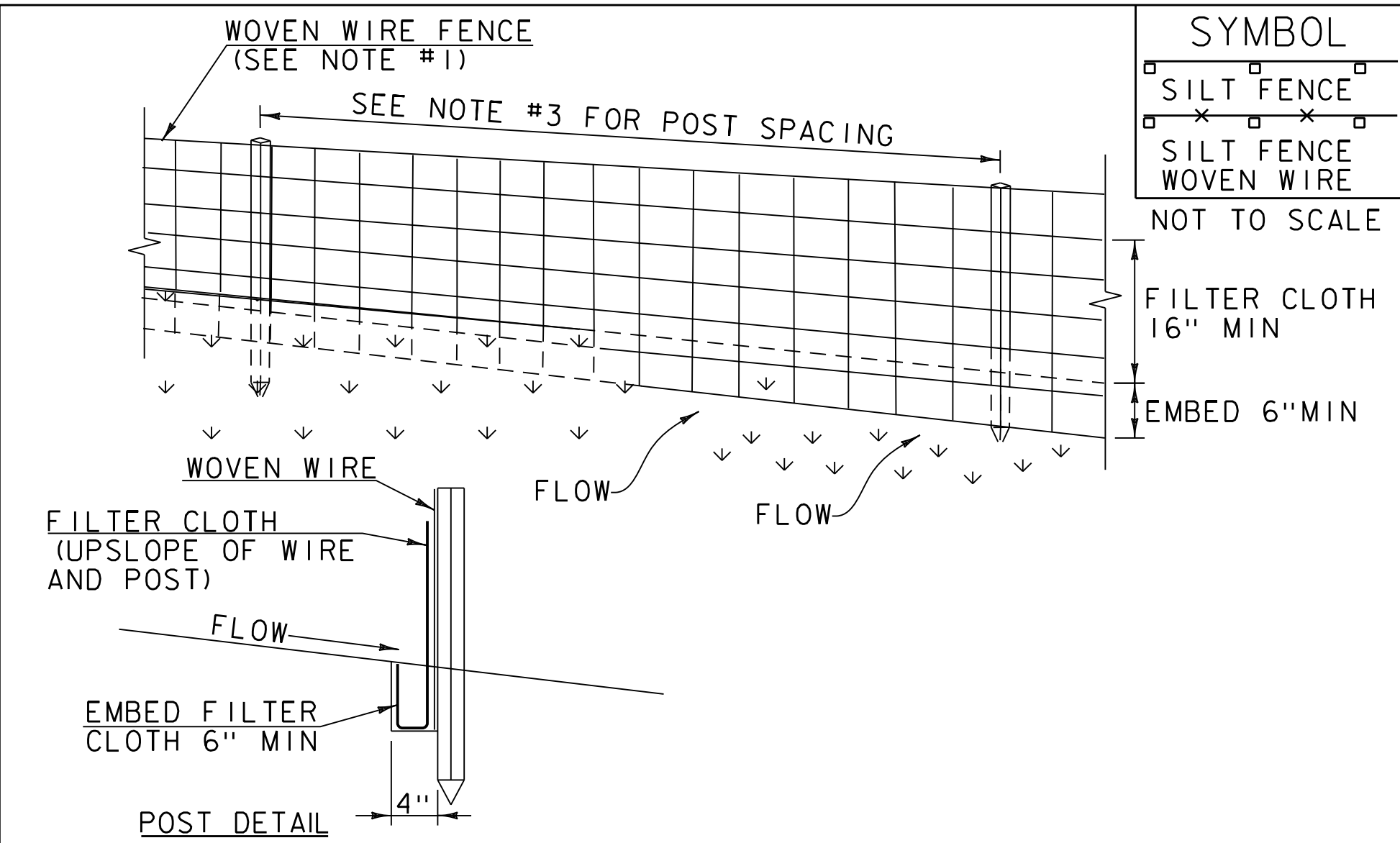
N/F
CITY OF BURLINGTON
BK. 316 PG. 404



END PROJECT
STA. 1005+16.37

PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A	
PROJECT NUMBER: 58109.00	
FILE NAME: 58109bdr_ero.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P.DETRICK	DRAWN BY: B.O. CRONIN
DESIGNED BY: B.O. CRONIN	CHECKED BY: E.P.DETRICK
EROSION CONTROL PLAN (SHEET 12 OF 12)	SHEET 59 OF 72





1. WOVEN WIRE REINFORCED FENCE IS REQUIRED WITHIN 100' UPSLOPE OF RECEIVING WATERS WHEN THE PROJECT FALLS UNDER A CONSTRUCTION STORMWATER PERMIT. WOVEN WIRE SHALL BE A MIN. 14 GAUGE WITH A 6" MAX. MESH OPENING.
2. FILTER CLOTH SHALL BE EITHER FILTER X, MIRAF1100X, STABILINKA T140N OR APPROVED EQUIVALENT.
3. POST SPACING FOR WIRE-BACKED FENCE SHALL BE 10' MAXIMUM. FOR FILTER-CLOTH FENCE, WHEN ELONGATION IS >50%, POST SPACING SHALL NOT EXCEED 4' AND WHEN ELONGATION IS <50%, POST SPACING SHALL NOT EXCEED 6'.
4. WOVEN WIRE FENCE IS TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES. FILTER CLOTH IS TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION.
5. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVER-LAPPED BY 6" AND FOLDED.
6. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN SEDIMENT REACHES HALF OF FABRIC HEIGHT.

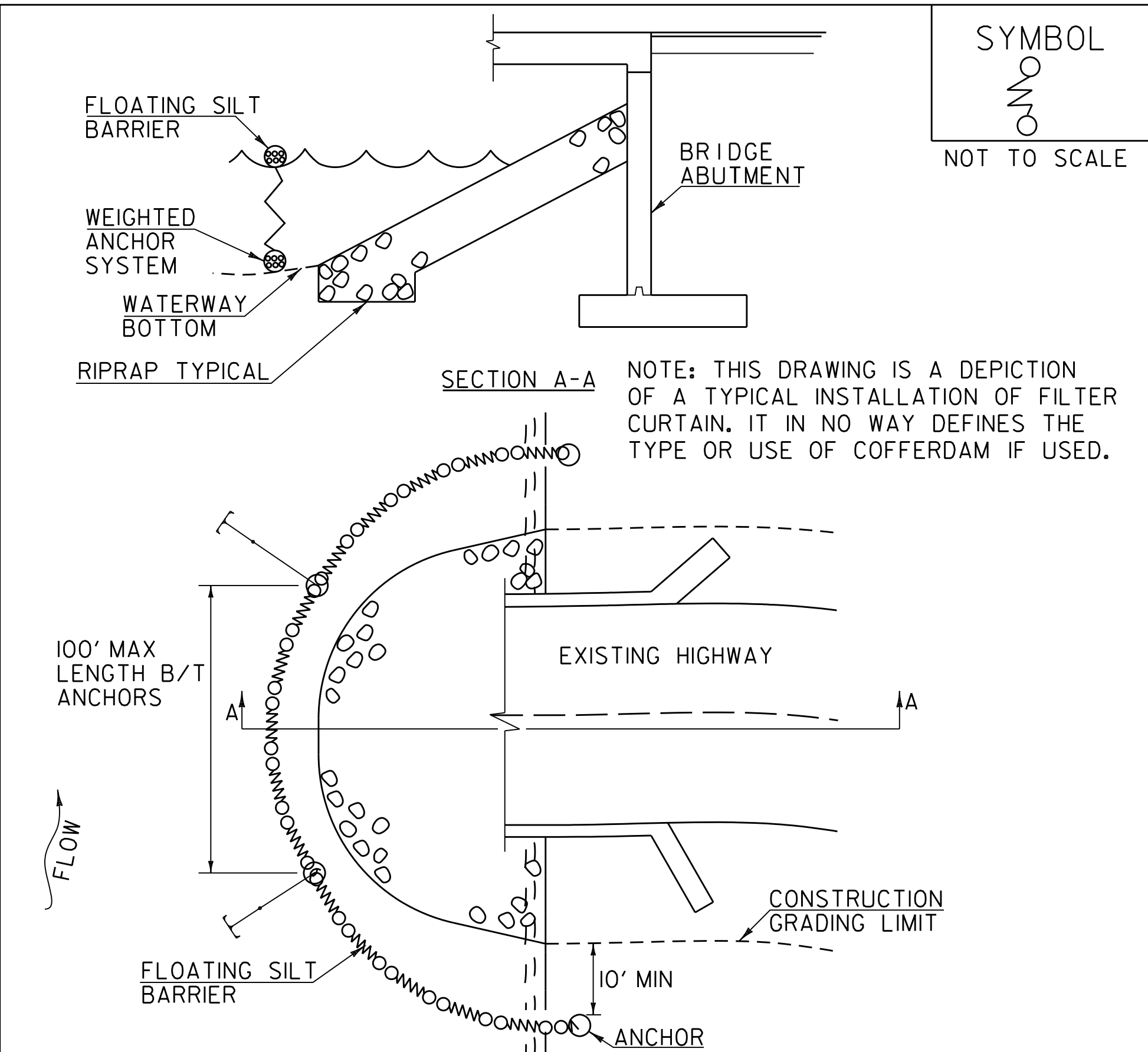
ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC
ORIGINALLY DEVELOPED BY USDA-NRCS
VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

REINFORCED
SILT FENCE

NOTES:
REFER TO "THE VERMONT STANDARDS & SPECIFICATIONS FOR
EROSION PREVENTION & SEDIMENT CONTROL -2006- "FROM
THE VT AGENCY OF NATURAL RESOURCES FOR ADDITIONAL
GUIDANCE.

THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH
SECTION 653 AND AS SHOWN IN THE PLANS FOR SILT FENCE,
TYPE I(PAY ITEM 653.475) OR SILT FENCE, TYPE II(PAY
ITEM 653.476).

REVISIONS
MARCH 21, 2008 WHF
DECEMBER 11, 2008 WHF
JANUARY 13, 2009 WHF



1. FILTER CURTAIN SHALL NOT BE PLACED ACROSS A FLOWING WATERWAY, OR IN A WATERWAY WITH STREAM VELOCITIES GREATER THAN 1.5 FEET/SECOND.
2. MAXIMUM 100' LENGTH BETWEEN ANCHORS.
3. LAST SECTION SHALL TERMINATE A MINIMUM OF 10' BEYOND LIMIT OF DISTURBANCE.
4. THE WEIGHTED ANCHOR SYSTEM SHALL BE A TYPE WHICH ALLOWS THE CURTAIN TO CONFORM TO THE BOTTOM OF THE WATERWAY.
5. THE CURTAIN SHALL BE REMOVED BY SLOWLY PULLING TOWARD THE SHORE MINIMIZING THE ESCAPE OF SEDIMENTS INTO WATERWAY.

FILTER CURTAIN

THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH
SECTION 649 FOR GEOTEXTILE FOR FILTER CURTAIN (PAY
ITEM 649.61).

REVISIONS
APRIL 1, 2008 WHF
JANUARY 13, 2009 WHF
SEPTEMBER 4, 2009 WHF

CITY OF BURLINGTON RURAL SEED MIX		
	LBS/AC	
% WEIGHT	HYDROSEED	NAME
5%	196.0	MIRCOCOLVER
5%	196.0	BIRDS FOOT TREFOIL
65%	196.0	FINE FESCUE *
20%	196.0	PERRENIAL RYE GRASS
5%	196.0	COLONIAL BENTGRASS

CITY OF BURLINGTON URBAN AREA MIX					
	LBS/AC				
% WEIGHT	BROADCAST	HYDROSEED	NAME	GERM %	PURITY %
40.0%	70	140	CREeping RED FESCUE	85%	98%
30.0%	52.3	104.6	PERENNIAL RYE GRASS	90%	95%
30.0%	52.3	104.6	KENTUCKY BLUE GRASS	85%	85%
0.0%	0	0	ANNUAL RYE GRASS	85%	95%
100%	174.6	349.2			

SOIL AMENDMENT GUIDANCE				
FERTILIZER		LIME		
BROADCAST	HYDROSEED	BROADCAST	HYDROSEED	
10-20-10	FOLLOW	PELLETIZED	FOLLOW	
1000 X LBS/AC	MANUFACTURER	4 TONS/AC	MANUFACTURER	

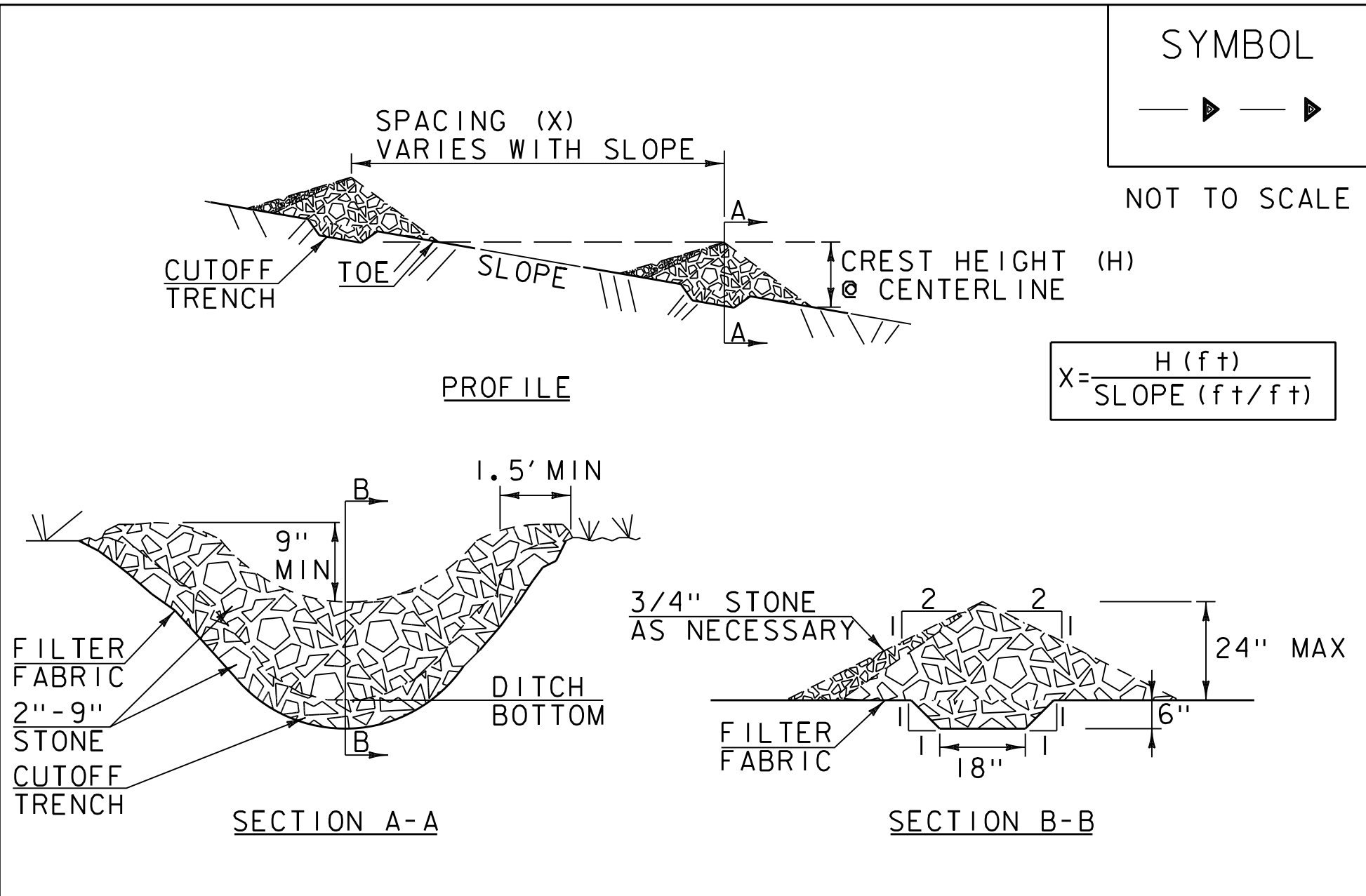
- 1.CITY OF BURLINGTON RURAL SEED MIX: TO BE PAID FOR UNDER ITEM NO. 651.15. USE AS INDICATED IN THE PLANS AND/OR FOR ALL ESTABLISHED UPLAND (NON WETLAND) AREAS DISTURBED BY THE CONTRACTOR.
- 2.URBAN SEED MIX: USE AS INDICATED IN THE PLANS AND/OR FOR ALL ESTABLISHED LAWN AREAS DISTURBED BY THE CONTRACTOR.
- 3.ALL SEED MIXTURES: SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS SEED.
- 4.FERTILIZER AND LIMESTONE: SHALL FOLLOW RATES SHOWN ON PLAN OR AS DIRECTED BY THE ENGINEER
- 5.HAY MULCH: TO BE PLACED ON EARTH SLOPES AT THE RATE OF 4 TONS/ACRE , ACHIEVE 90% GROUND COVER OR AS DIRECTED BY THE ENGINEER.
- 6.TOPSOIL: TO BE USED WITH SEED AS INDICATED ON THE PLANS , OR AS DIRECTED BY THE ENGINEER.
- 7.HYDROSEEDING: ALTHOUGH GUIDANCE IS GIVEN ABOVE THE SITE CONDITIONS AND THE TYPE OF HYDROSEED WILL ULTIMATELY DICTATE THE AMOUNTS AND TYPES OF SOIL AMENDMENTS TO BE APPLIED
- 8.TURF ESTABLISHMENT: PLACING SEED, FERTILIZER, LIME AND MULCH PRIOR TO SEPTEMBER 15 AND AFTER APRIL 15 CAN BETTER ENSURE A VIGOROUS GROWTH OF GRASS.

TURF ESTABLISHMENT

* FINE FESCUE SHALL BE COMPRISED OF THE FOLLOWING SEED BY % WEIGHT:
20% CHEWINGS FESCUE
25% STRONG FESCUE
10% SLENDER FESCUE
10% HARD FESCUR

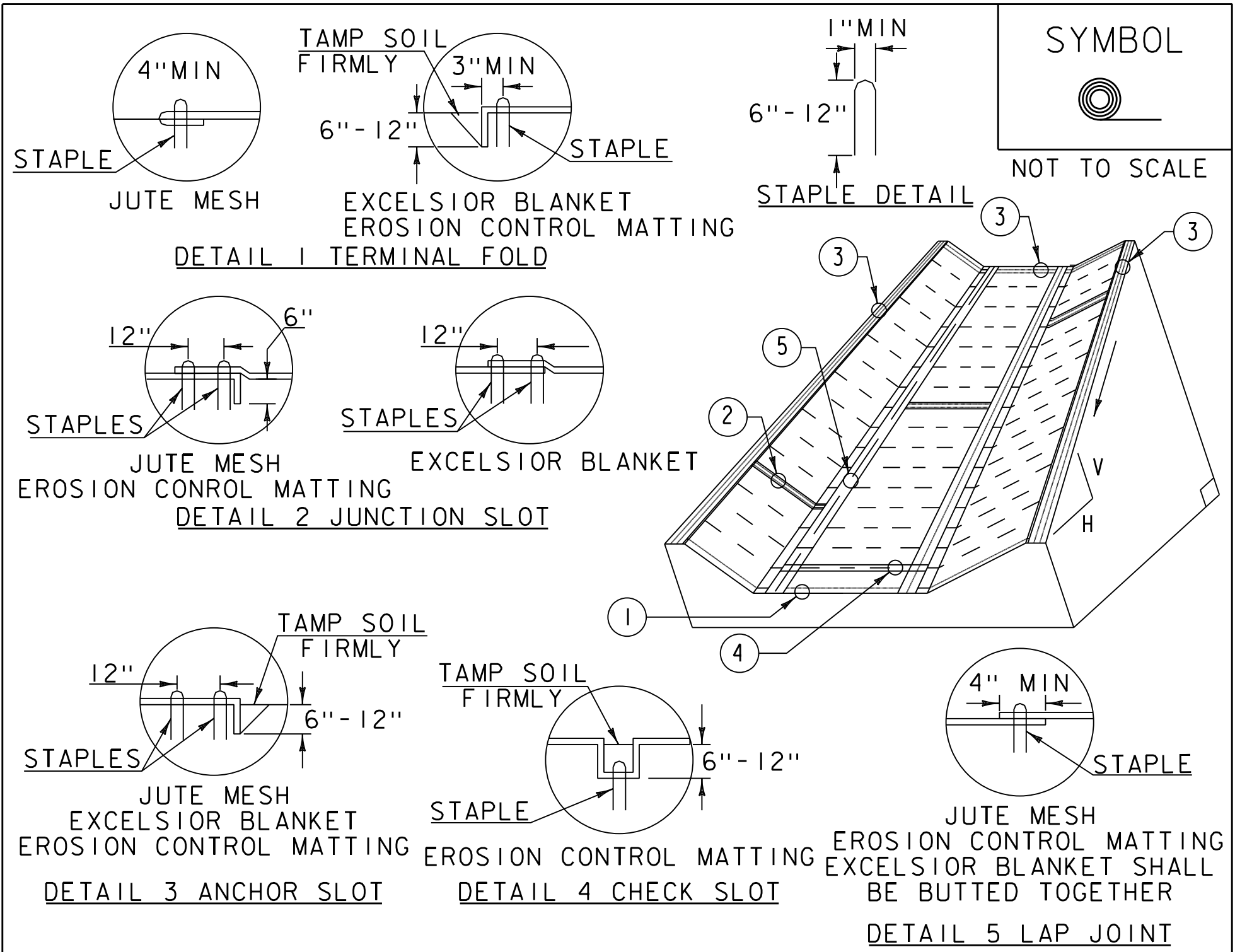


PROJECT NAME:	BURLINGTON BIKE PATH PHASE 3A
PROJECT NUMBER:	518109.00
FILE NAME: 581094ero_details.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.O. CRONIN
DESIGNED BY: B.O. CRONIN	CHECKED BY: E.P. DETRICK
EPSC DETAILS (SHEET 1 OF 3)	SHEET 60 OF 72



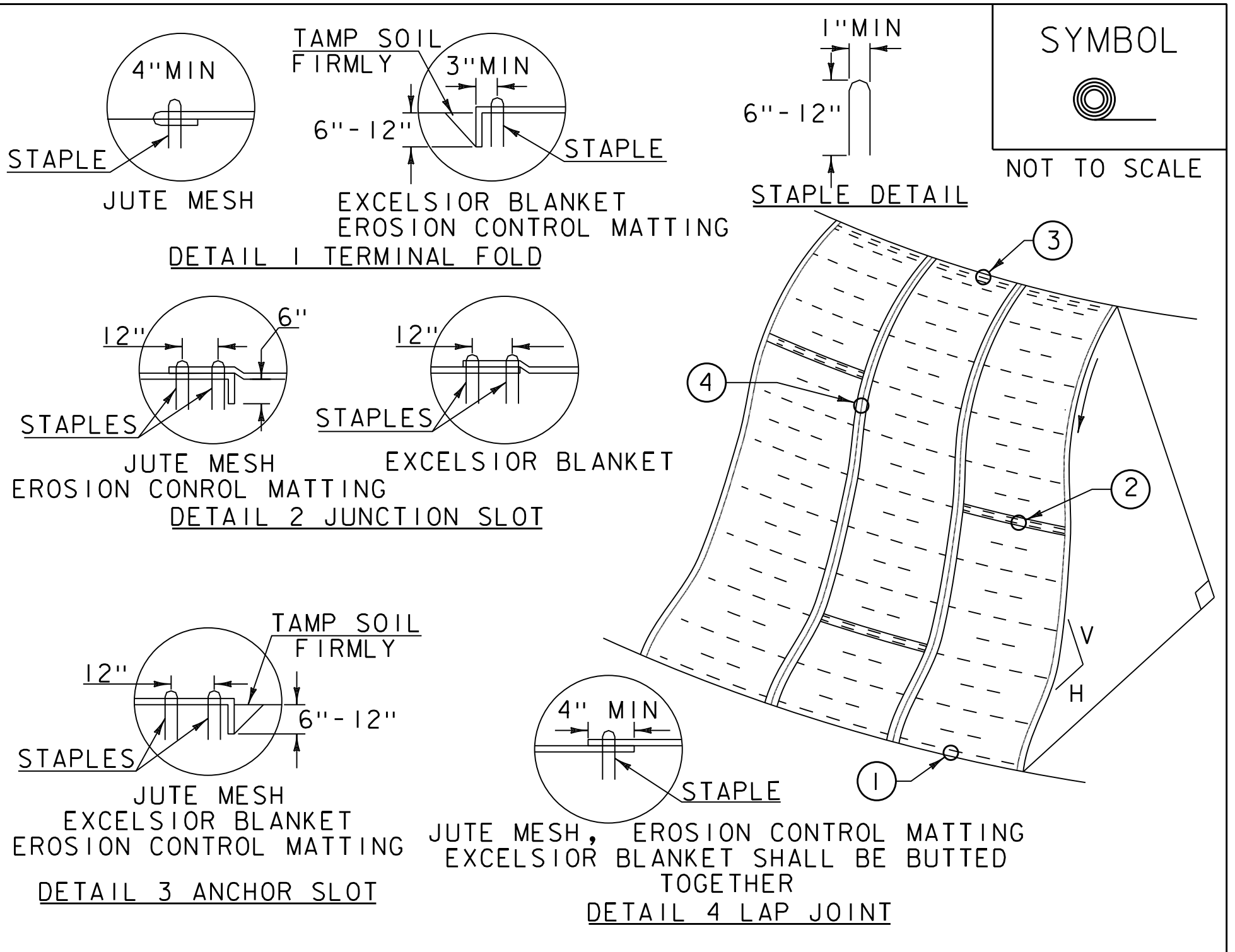
- CONSTRUCTION SPECIFICATIONS**
1. STONE WILL BE PLACED ON A FILTER FABRIC FOUNDATION.
 2. CHECK DAMS SHALL BE SPACED SO THAT THE ELEVATION OF THE CREST OF THE DOWNSTREAM DAM IS AT THE SAME ELEVATION AS THE TOE OF THE UPSTREAM DAM.
 3. 3/4" FILTERING STONE MAY BE ADDED TO THE FACE OF THE CHECK DAM AS NECESSARY.
 4. EXTEND THE STONE A MINIMUM OF 1.5' BEYOND THE DITCH BANKS TO PREVENT CUTTING AROUND THE DAM.
 5. PROTECT CHANNEL DOWNSTREAM OF THE LOWEST CHECK DAM FROM SCOUR AND EROSION WITH STONE OR LINER AS APPROPRIATE.
 6. ENSURE THAT CHANNEL APPURTENANCES SUCH AS CULVERT ENTRANCES BELOW CHECK DAMS ARE NOT SUBJECT TO DAMAGE OR BLOCKAGE FROM DISPLACED STONE.
 7. MAXIMUM DRAINAGE AREA 2 ACRES.

ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC ORIGINALLY DEVELOPED BY USDA-NRCS VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION	CHECK DAM
NOTES: REFER TO "THE VERMONT STANDARDS & SPECIFICATIONS FOR EROSION PREVENTION & SEDIMENT CONTROL -2006- "FROM THE VT AGENCY OF NATURAL RESOURCES FOR ADDITIONAL GUIDANCE. THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 653 FOR CHECK DAM, TYPE I(PAY ITEM 653.25)	
REVISIONS	
MARCH 21, 2008	WHF
JANUARY 8, 2009	WHF



- CONSTRUCTION SPECIFICATIONS**
1. EROSION MATTING, CHECK SLOTS, SHALL BE SPACED IN DITCH CHANNEL SO THAT ONE OCCURS WITHIN EACH 50' ON SLOPES OF MORE THAN 4% AND LESS THAN 6%. ON SLOPES OF 6% OR MORE, THEY SHALL BE SPACED SO THAT ONE OCCURS WITHIN EACH 25'.
 2. APPLY FERTILIZER, LIME SEED PRIOR TO PLACING MATTING.
 3. STAPLES ARE TO BE PLACED ALTERNATELY, IN COLUMNS APPROXIMATELY 2' APART AND IN ROWS APPROXIMATELY 3' APART. APPROXIMATELY 175 STAPLES ARE REQUIRED PER 4'X225' ROLL OF MATERIAL AND 125 STAPLES ARE REQUIRED PER 4'X150' ROLL OF MATERIAL.
 4. DISTURBED AREAS SHALL BE SMOOTHLY GRADED. EROSION CONTROL MATERIAL SHALL BE PLACED LOOSELY OVER GROUND SURFACE. DO NOT STRETCH.
 5. ALL TERMINAL ENDS AND TRANSVERSE LAPS SHALL BE STAPLED AT APPROXIMATELY 12" INTERVALS.

ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC ORIGINALLY DEVELOPED BY USDA-NRCS VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION	ROLLED EROSION CONTROL PRODUCT (RECP) DITCH
NOTES: REFER TO "THE VERMONT STANDARDS & SPECIFICATIONS FOR EROSION PREVENTION & SEDIMENT CONTROL -2006- "FROM THE VT AGENCY OF NATURAL RESOURCES FOR ADDITIONAL GUIDANCE. THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 653 AND AS SHOWN IN THE PLANS FOR ROLLED EROSION CONTROL PRODUCT, TYPE I(PAY ITEM 653.20) OR ROLLED EROSION CONTROL PRODUCT, TYPE II(PAY ITEM 653.21).	
REVISIONS	
MARCH 8, 2007	JMF
APRIL 16, 2007	WHF
JANUARY 13, 2009	WHF

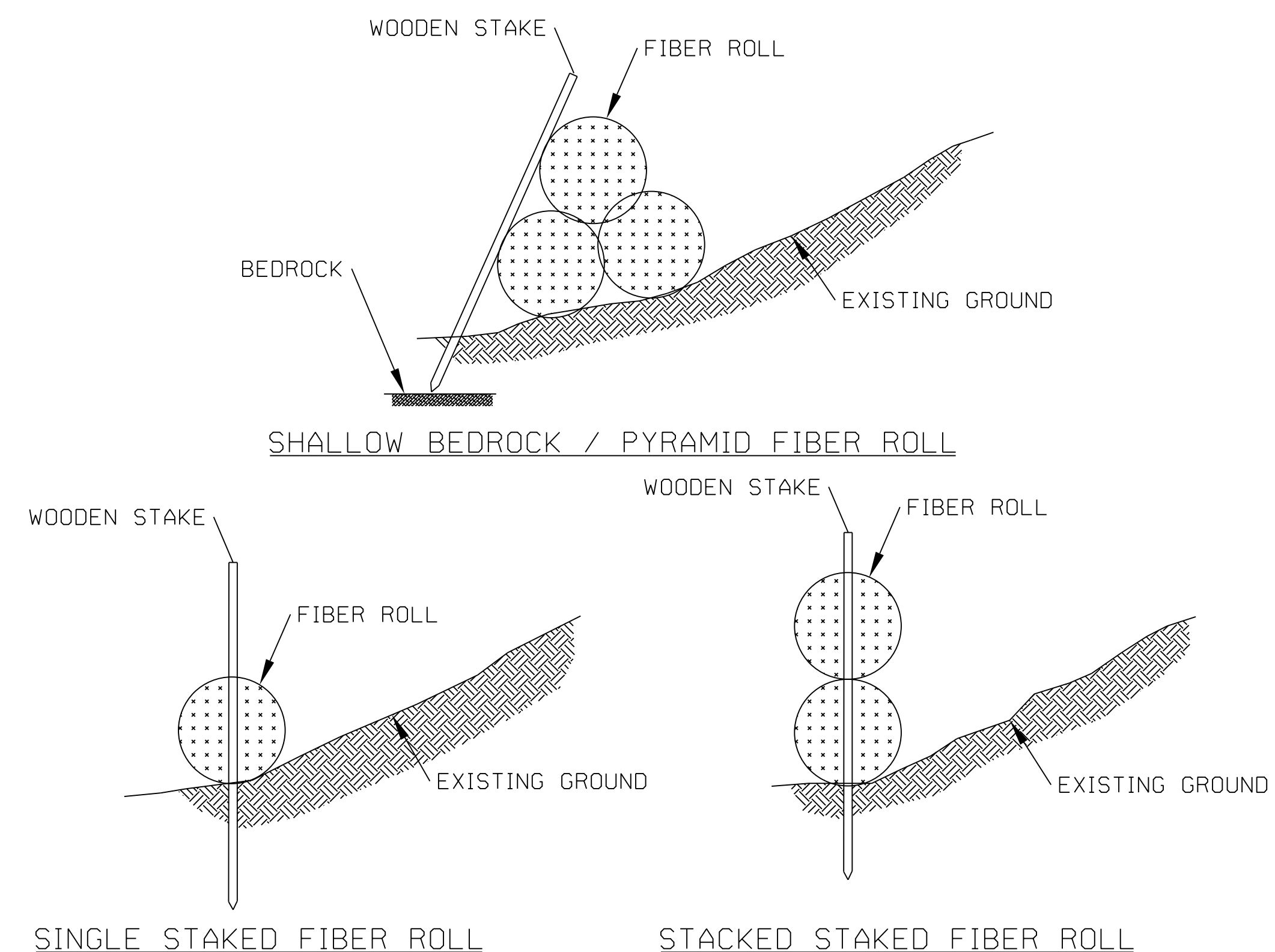


- CONSTRUCTION SPECIFICATIONS**
1. APPLY TO SLOPES GREATER THAN 3H: 1V OR WHERE NECESSARY TO AID IN ESTABLISHING VEGETATION.
 2. APPLY FERTILIZER, LIME SEED PRIOR TO PLACING MATTING.
 3. STAPLES ARE TO BE PLACED ALTERNATELY, IN COLUMNS APPROXIMATELY 2' APART AND IN ROWS APPROXIMATELY 3' APART. APPROXIMATELY 175 STAPLES ARE REQUIRED PER 4'X225' ROLL OF MATERIAL AND 125 STAPLES ARE REQUIRED PER 4'X150' ROLL OF MATERIAL.
 4. DISTURBED AREAS SHALL BE SMOOTHLY GRADED. EROSION CONTROL MATERIAL SHALL BE PLACED LOOSELY OVER GROUND SURFACE. DO NOT STRETCH.
 5. ALL TERMINAL ENDS AND TRANSVERSE LAPS SHALL BE STAPLED AT APPROXIMATELY 12" INTERVALS.

ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC ORIGINALLY DEVELOPED BY USDA-NRCS VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION	ROLLED EROSION CONTROL PRODUCT (RECP) SIDE SLOPE
NOTES: REFER TO "THE VERMONT STANDARDS & SPECIFICATIONS FOR EROSION PREVENTION & SEDIMENT CONTROL -2006- "FROM THE VT AGENCY OF NATURAL RESOURCES FOR ADDITIONAL GUIDANCE. THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 653 AND AS SHOWN IN THE PLANS FOR ROLLED EROSION CONTROL PRODUCT, TYPE I(PAY ITEM 653.20) OR ROLLED EROSION CONTROL PRODUCT, TYPE II(PAY ITEM 653.21).	
REVISIONS	
APRIL 16, 2007	JMF
JANUARY 13, 2009	WHF



PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A	PLOT DATE: 4/23/2019
PROJECT NUMBER: 58109.00	DRAWN BY: B. O. CRONIN
FILE NAME: 581094ero_details.dgn	CHECKED BY: E.P. DETRICK
PROJECT LEADER: E.P. DETRICK	SHEET 61 OF 72
DESIGNED BY: B.O. CRONIN	
EPSC DETAILS (SHEET 2 OF 3)	



Notes:

1. FIBER ROLL SHALL BE PLACED IN SHALLOW TRENCH UP TO 4", WHERE FEASIBLE, PLACING SOIL REMOVED FROM TRENCH BEHIND THE ROLL.
2. FIBER ROLLS SHALL BE ANCHORED WITH 2" BY 2" WOODEN STAKES (36" LONG), OR SIMILAR, WHERE FEASIBLE, EITHER INSTALLED THROUGH CENTER OF ROLL (AS SHOWN) OR PLACED ON BOTH SIDES OF ROLL.
3. STAKES TO BE PLACED 4 FT APART, MINIMUM.
4. SINGLE OR DOUBLE STACKED STAKED FIBER ROLLS TO BE INSTALLED WHERE SOIL DEPTH ALLOWS. WHERE SHALLOW TO BEDROCK, PYRAMID FIBER ROLLS TO BE UTILIZED WITH STAKES, AS FEASIBLE.
5. FIBER ROLLS TO BE REPLACED OR REPLENISHED AS NEEDED DURING ACTIVE EARTH WORK.
6. PERIMETER CONTROLS SHALL NOT CROSS ACTIVE ACCESS ROUTES (E.G., ROADS) OR ACTIVE FLOW PATHS (E.G., STREAMS/RIVERS).
7. PERIMETER CONTROLS SHALL REMAIN IN PLACE AND BE MAINTAINED/REPLACED AS NEEDED UNTIL FINAL STABILIZATION IN AREA HAS BEEN ACHIEVED.

SYMBOL

NOT TO SCALE

CONSTRUCTION SPECIFICATIONS

1. FILTER FABRIC SHALL HAVE AN APPARENT OPENING SIZE OF 40-85. BURLAP MAY BE USED FOR SHORT TERM APPLICATIONS.
2. CUT FABRIC FROM A CONTINUOUS ROLL TO ELIMINATE JOINTS. IF JOINTS ARE NEEDED THEY WILL BE OVERLAPPED TO THE NEXT STAKE.
3. STAKE MATERIALS WILL BE STANDARD 2" x 4" WOOD OR EQUIVALENT METAL WITH A MINIMUM LENGTH OF 3'.
4. SPACE STAKES EVENLY AROUND INLET 3' APART AND DRIVE A MINIMUM 18" DEEP. SPANS GREATER THAN 3' MAY BE BRIDGED WITH THE USE OF WIRE MESH BEHIND THE FILTER FABRIC FOR SUPPORT.
5. FABRIC SHALL BE EMBEDDED 1' MINIMUM BELOW GROUND AND BACKFILLED. IT SHALL BE SECURELY FASTENED TO THE STAKES AND FRAME.
6. A 2" x 4" WOOD FRAME SHALL BE COMPLETED AROUND THE CREST OF THE FABRIC FOR OVER FLOW STABILITY.
7. MAXIMUM DRAINAGE AREA 1 ACRE

ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC
ORIGINALLY DEVELOPED BY USDA-NRCS
VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

FILTER FABRIC
DROP INLET
PROTECTION

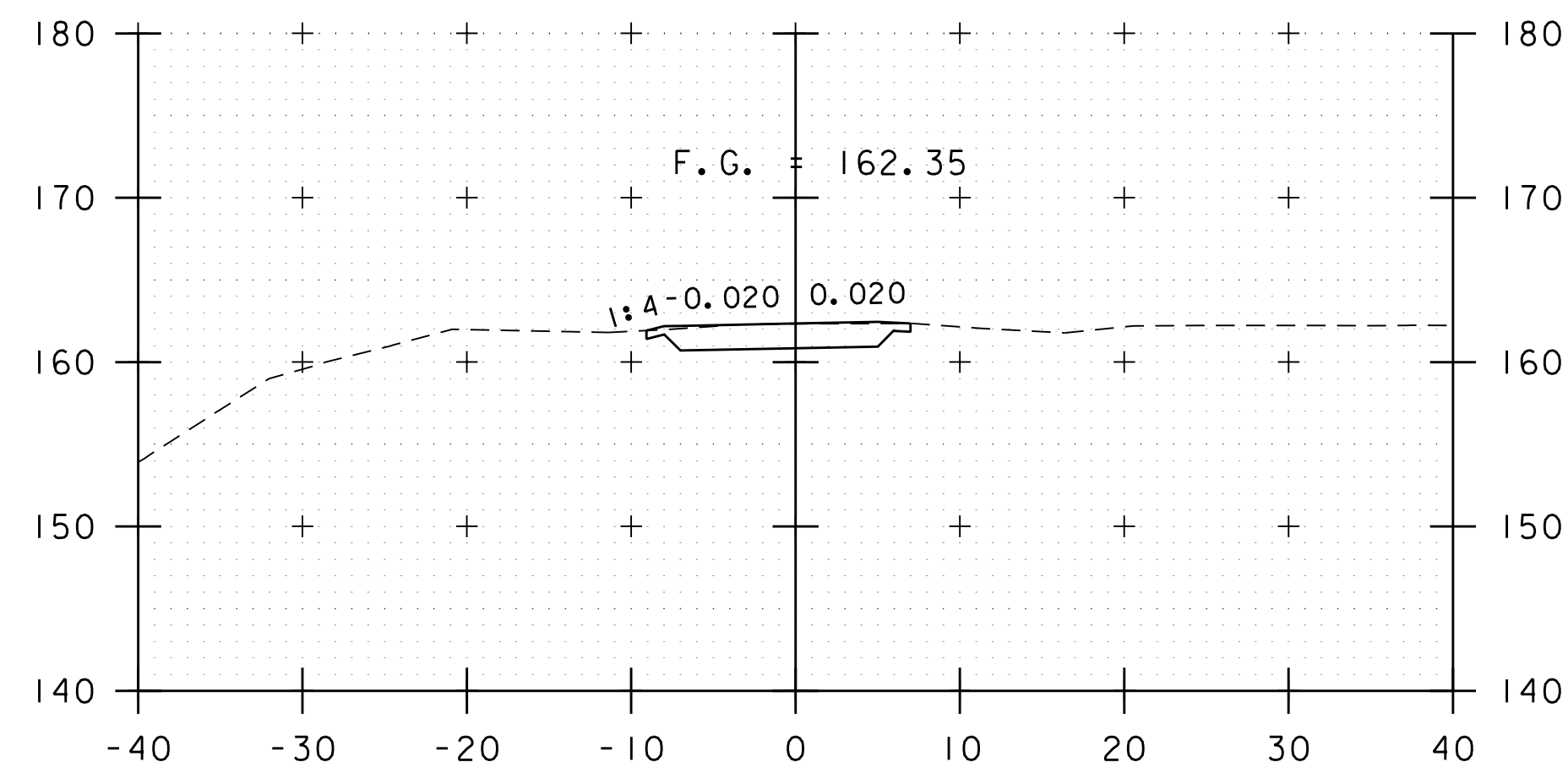
NOTES:
REFER TO "THE VERMONT STANDARDS & SPECIFICATIONS FOR EROSION PREVENTION & SEDIMENT CONTROL -2006- " FROM THE VT AGENCY OF NATURAL RESOURCES FOR ADDITIONAL GUIDANCE.

THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 653 FOR INLET PROTECTION DEVICE, TYPE I(PAY ITEM 653.40).

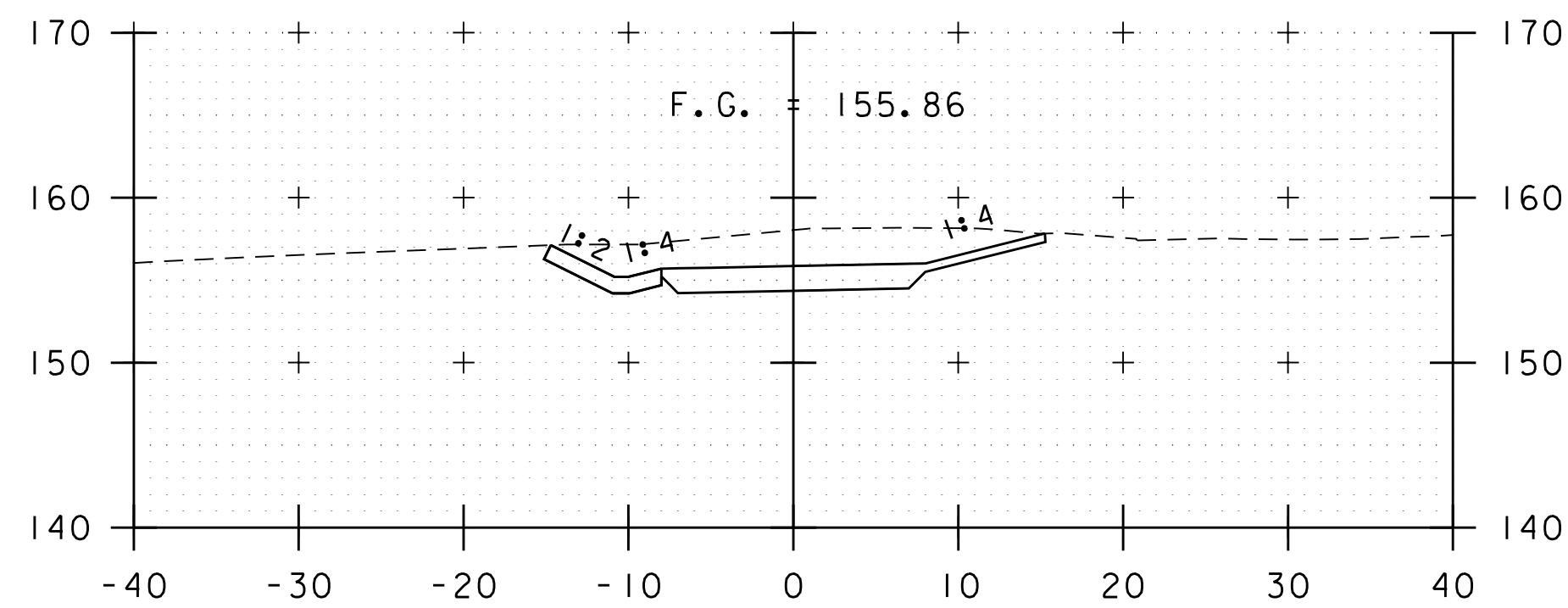
REVISIONS	
MARCH 7, 2008	WHF
JANUARY 13, 2009	WHF



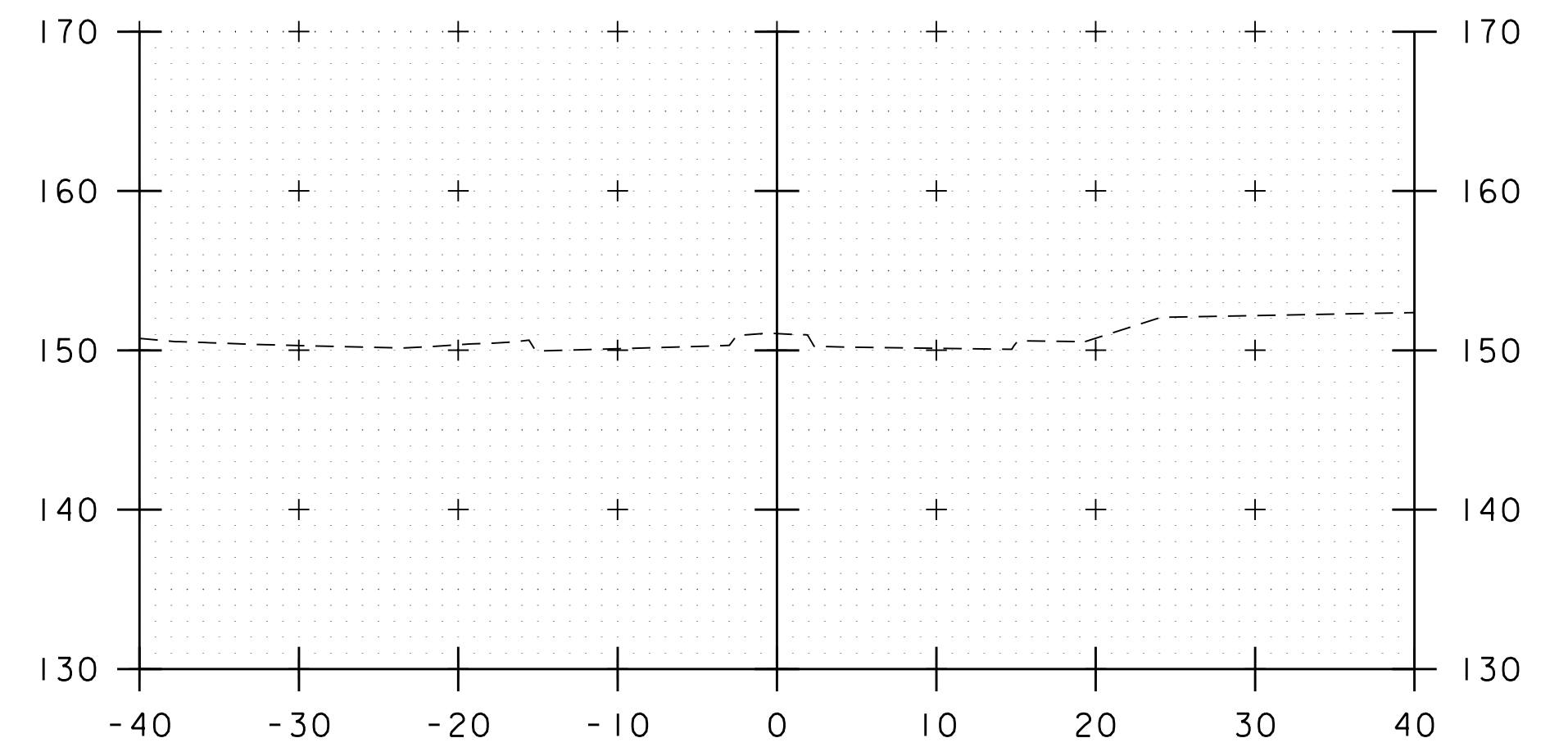
PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A	
PROJECT NUMBER: 58109.00	
FILE NAME: 581094ero_details.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B. O. CRONIN
DESIGNED BY: B.O. CRONIN	CHECKED BY: E.P. DETRICK
EPSC DETAILS (SHEET 3 OF 3)	SHEET 62 OF 72



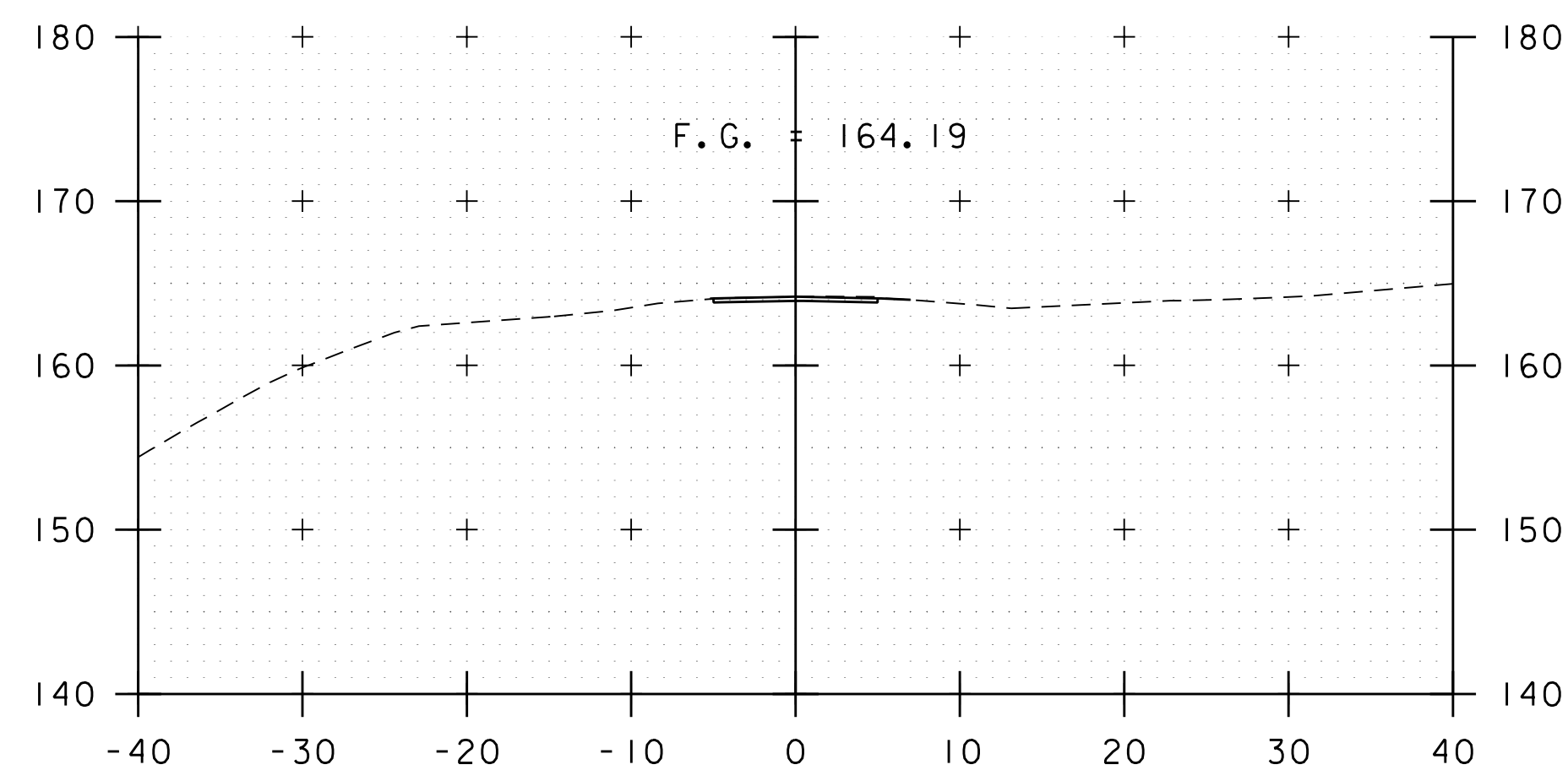
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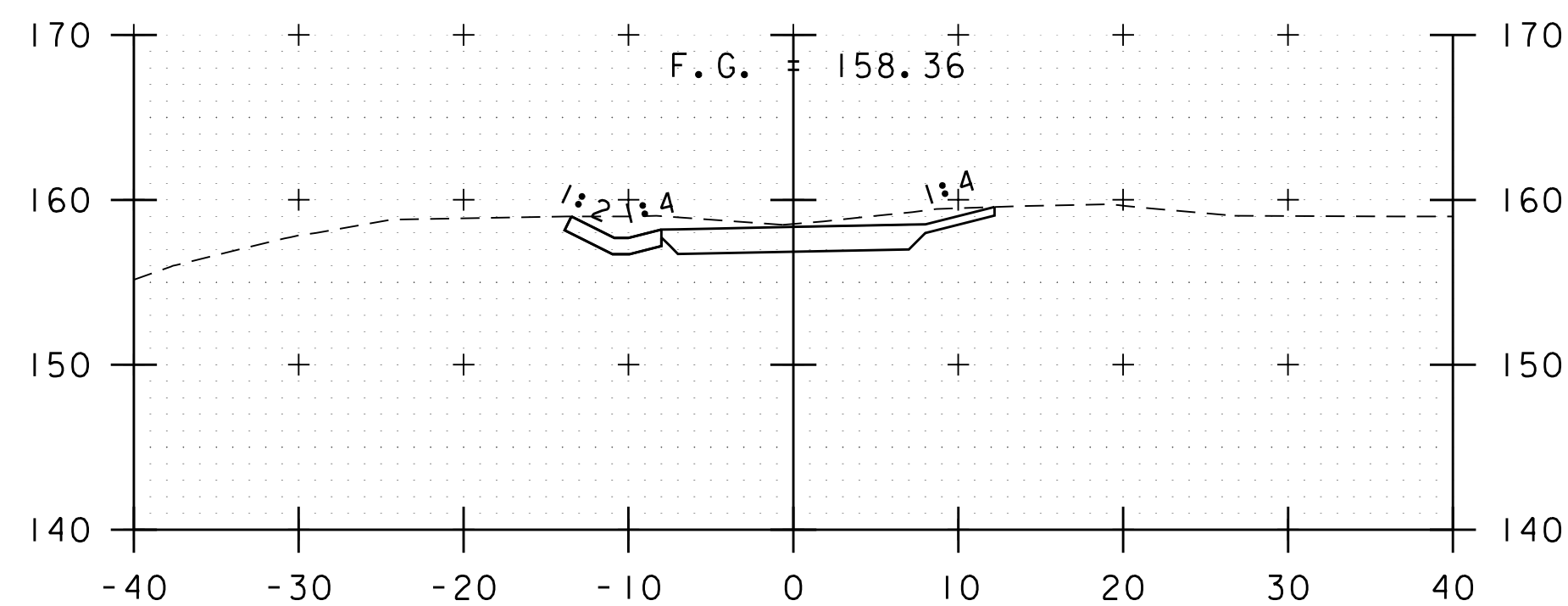
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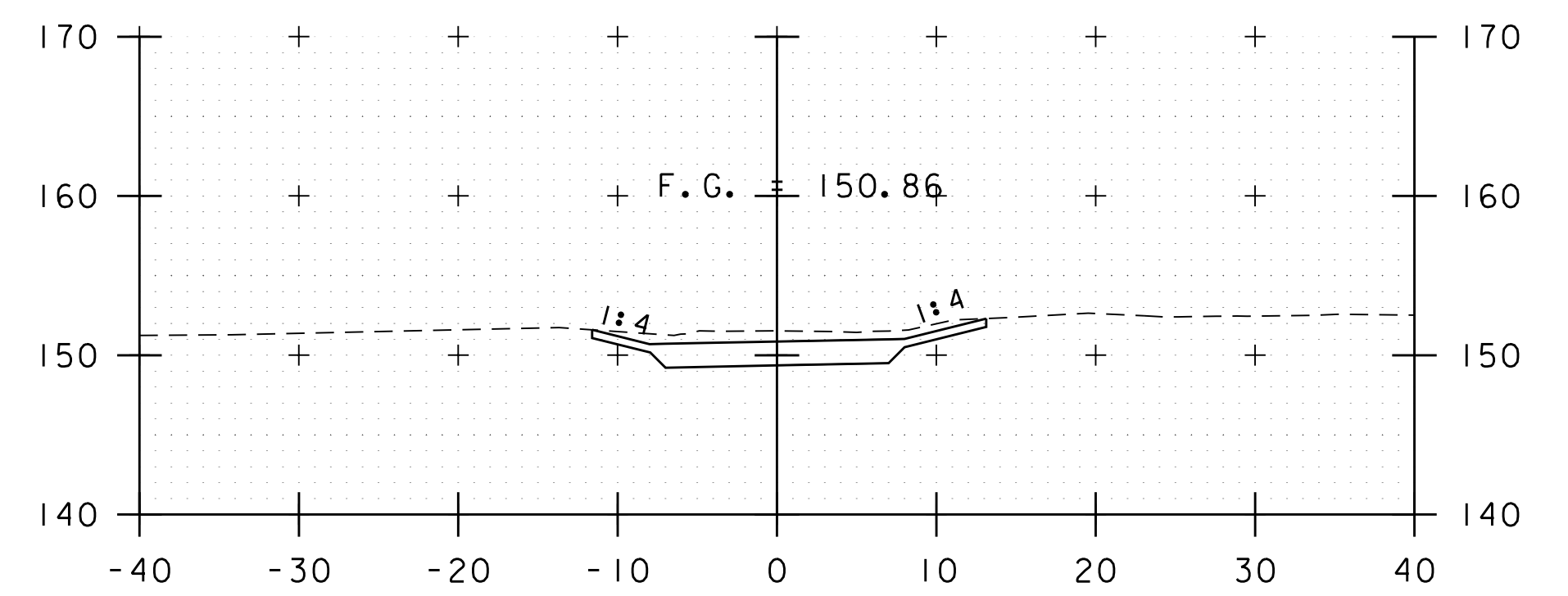
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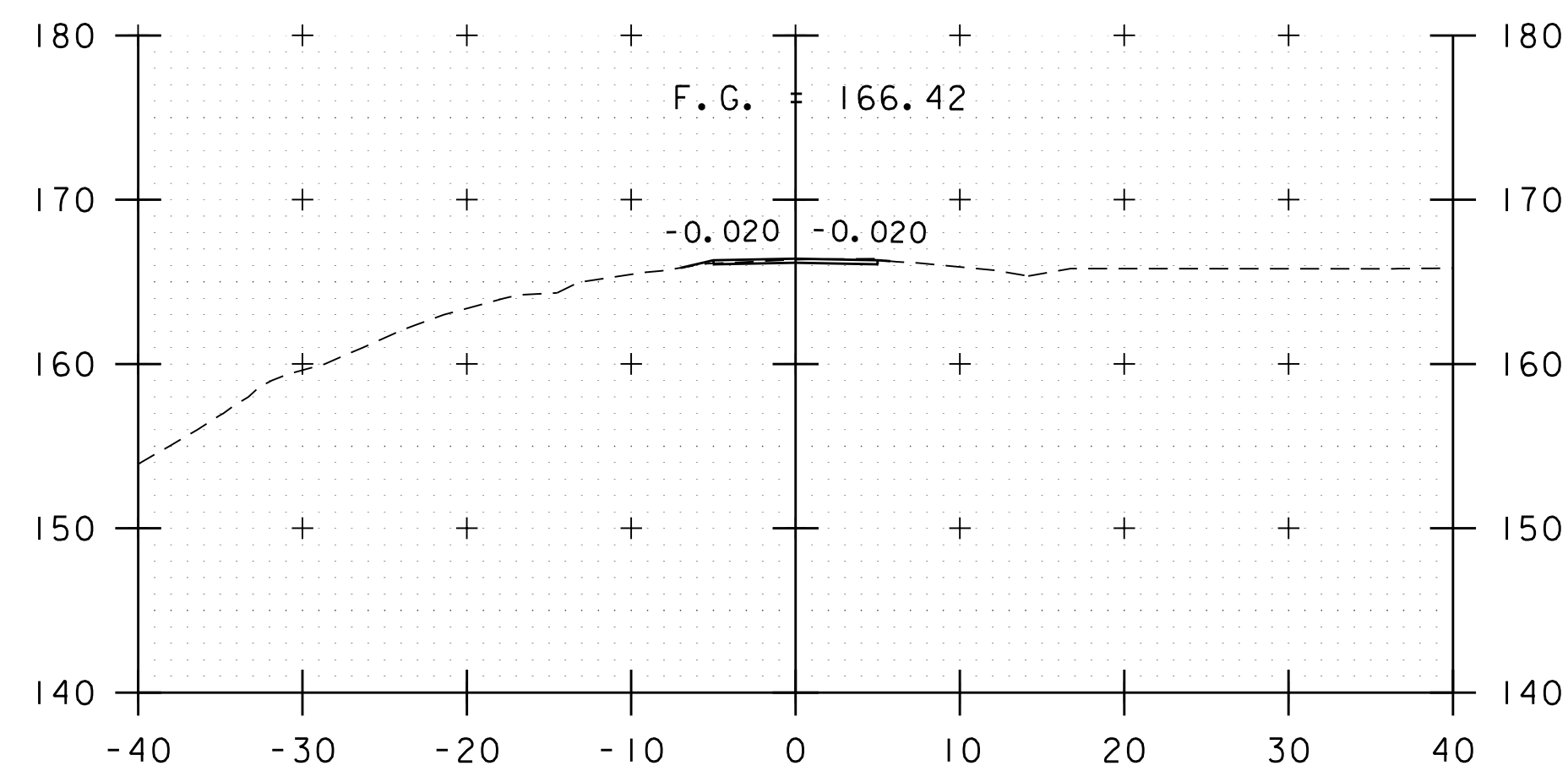
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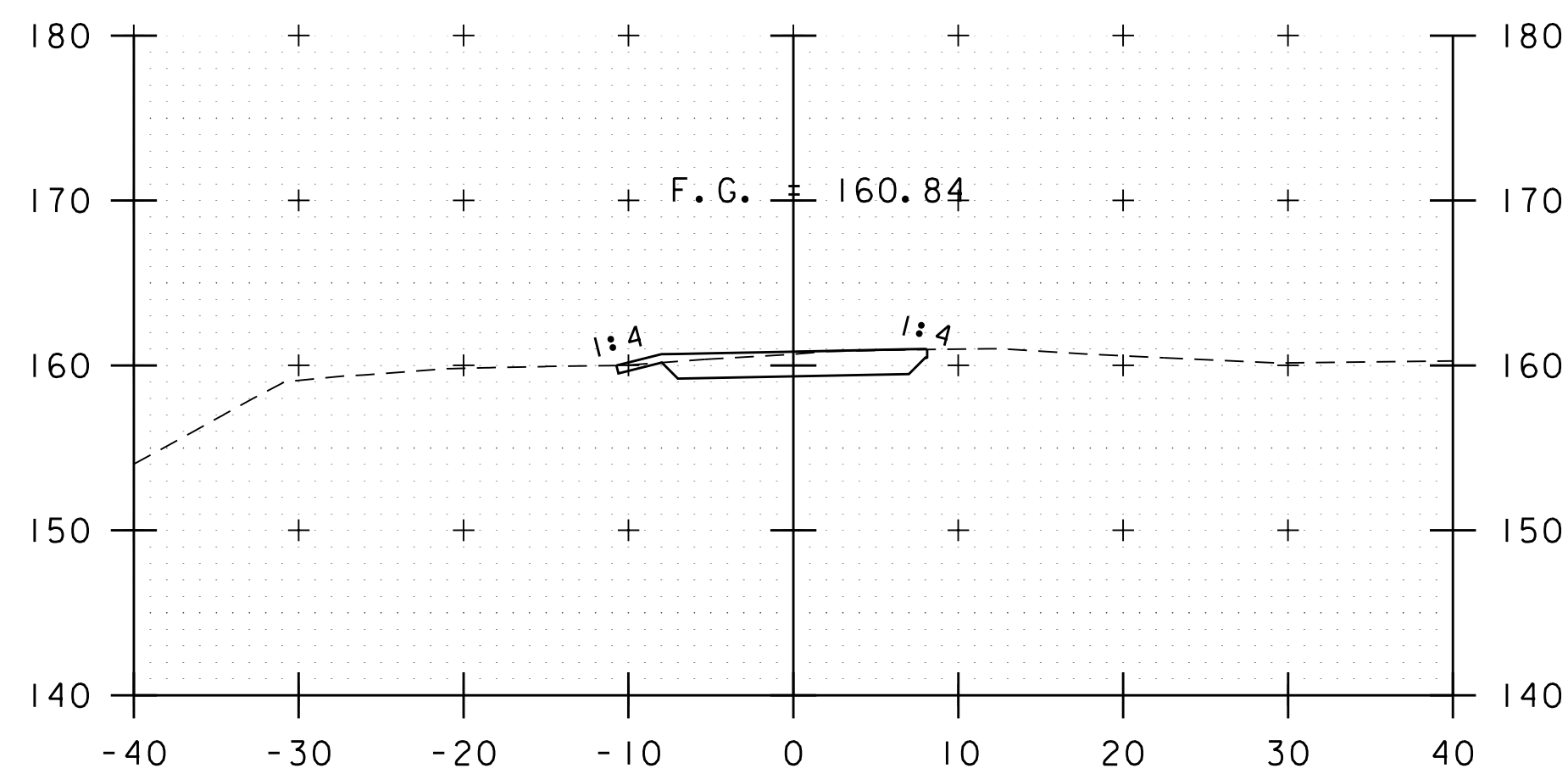
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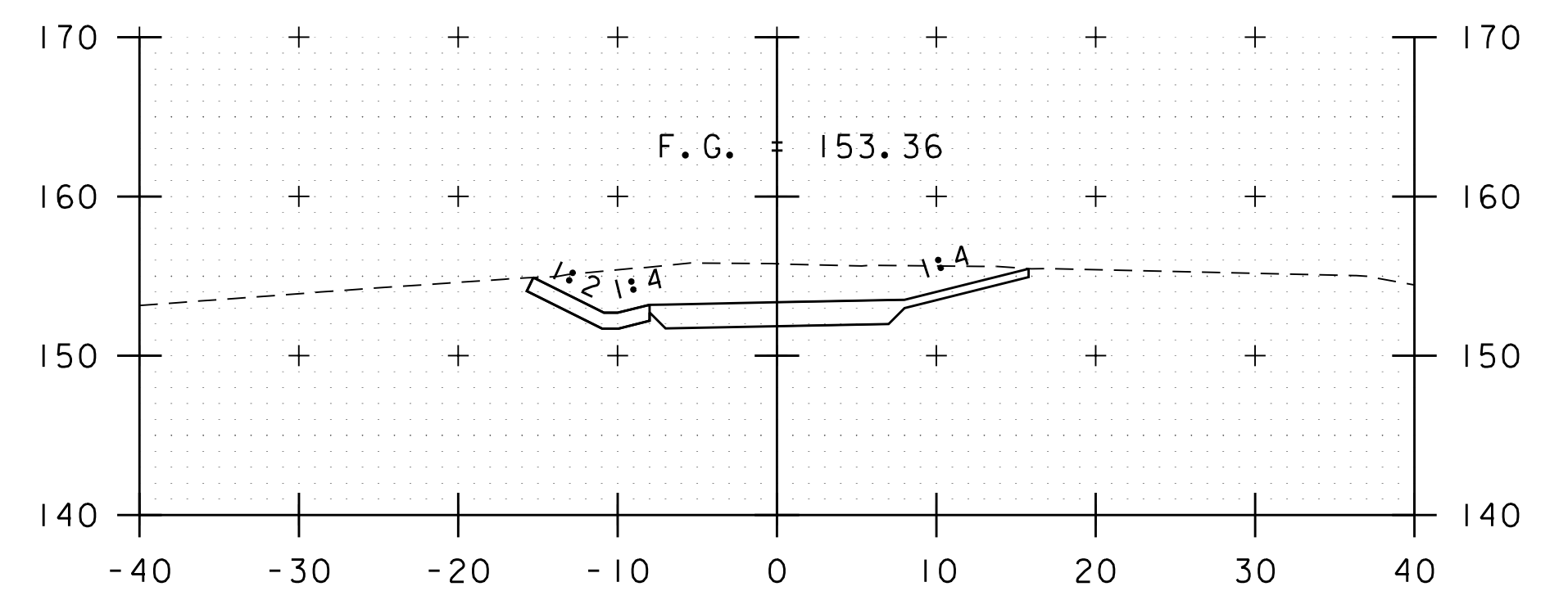
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17+50



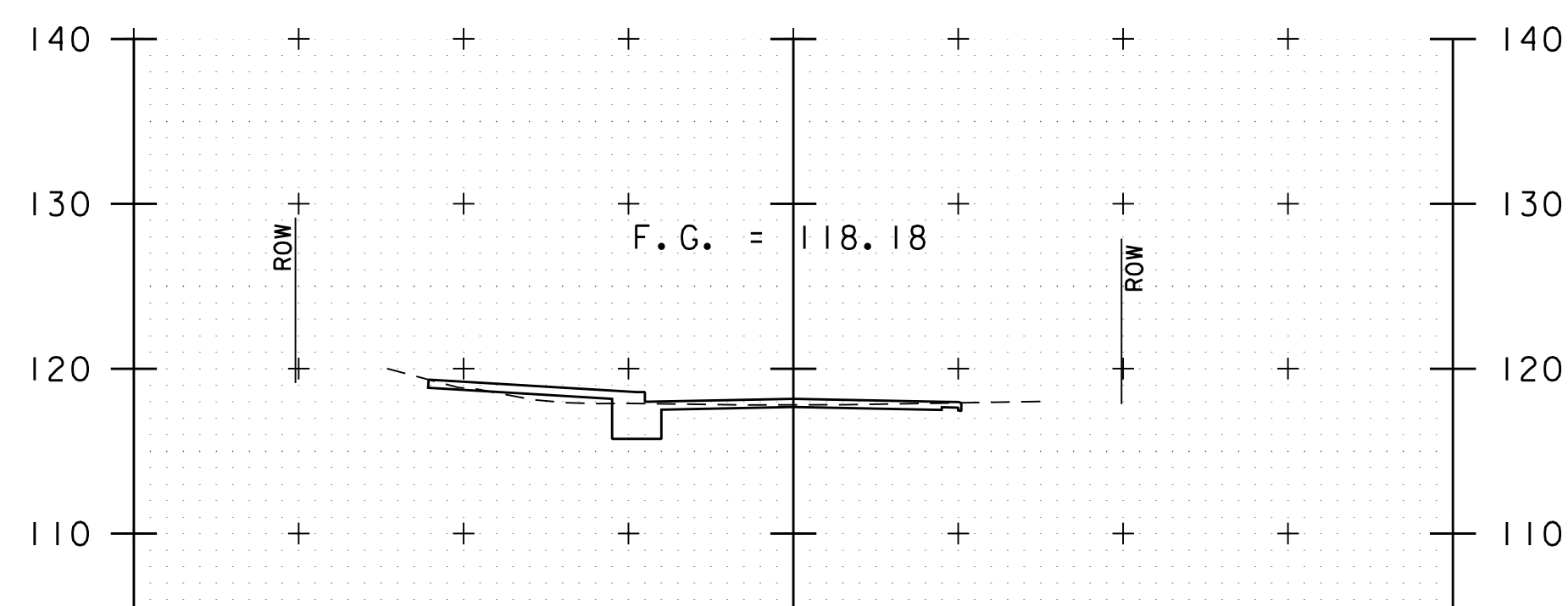
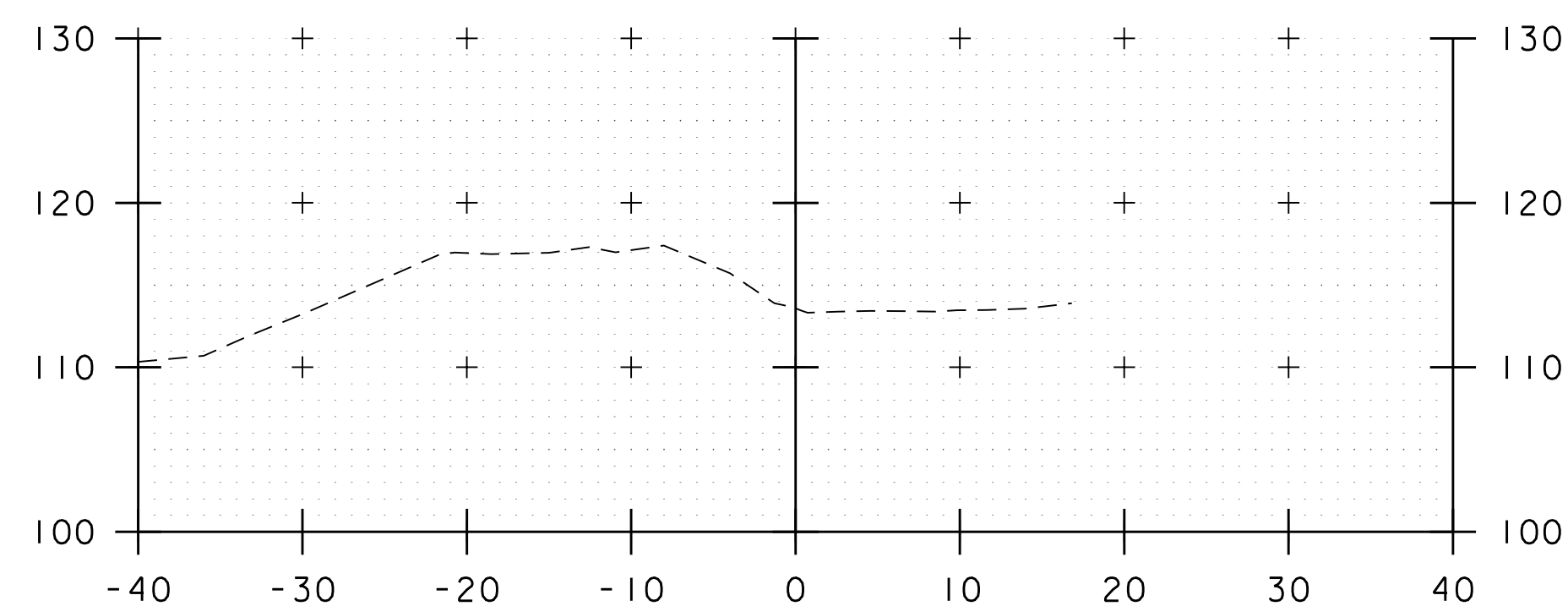
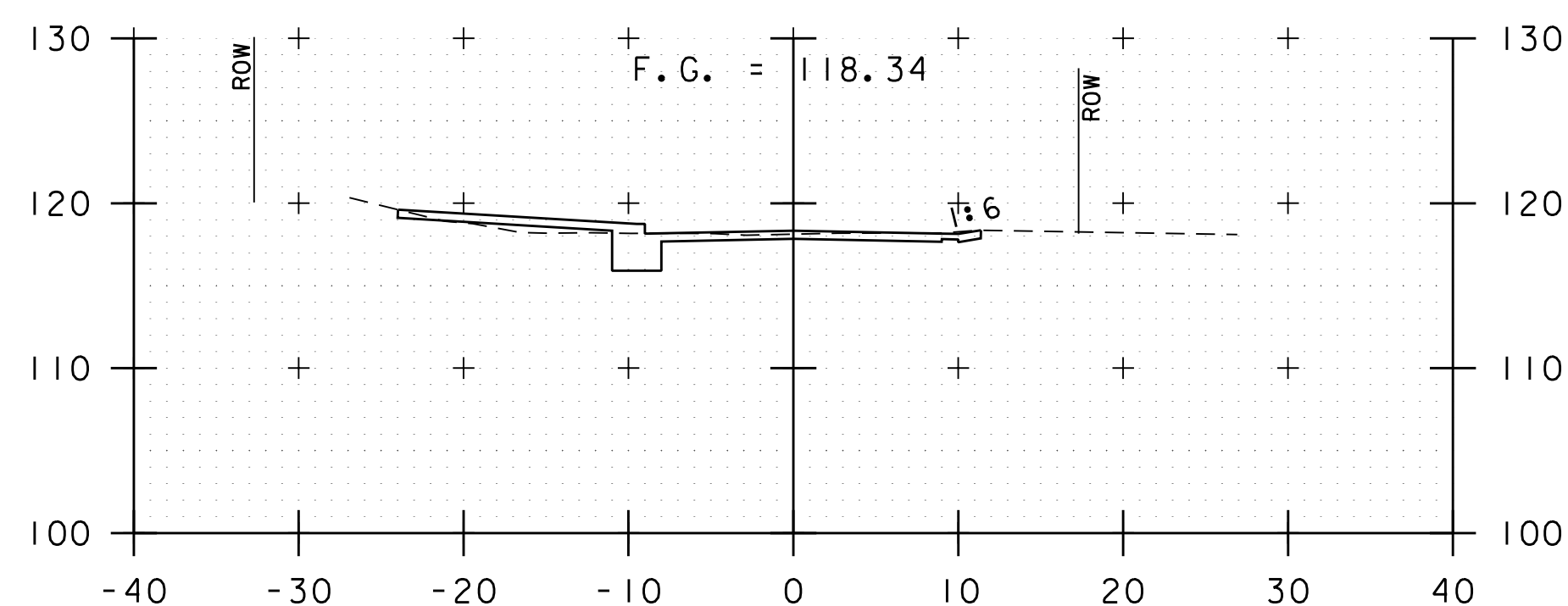
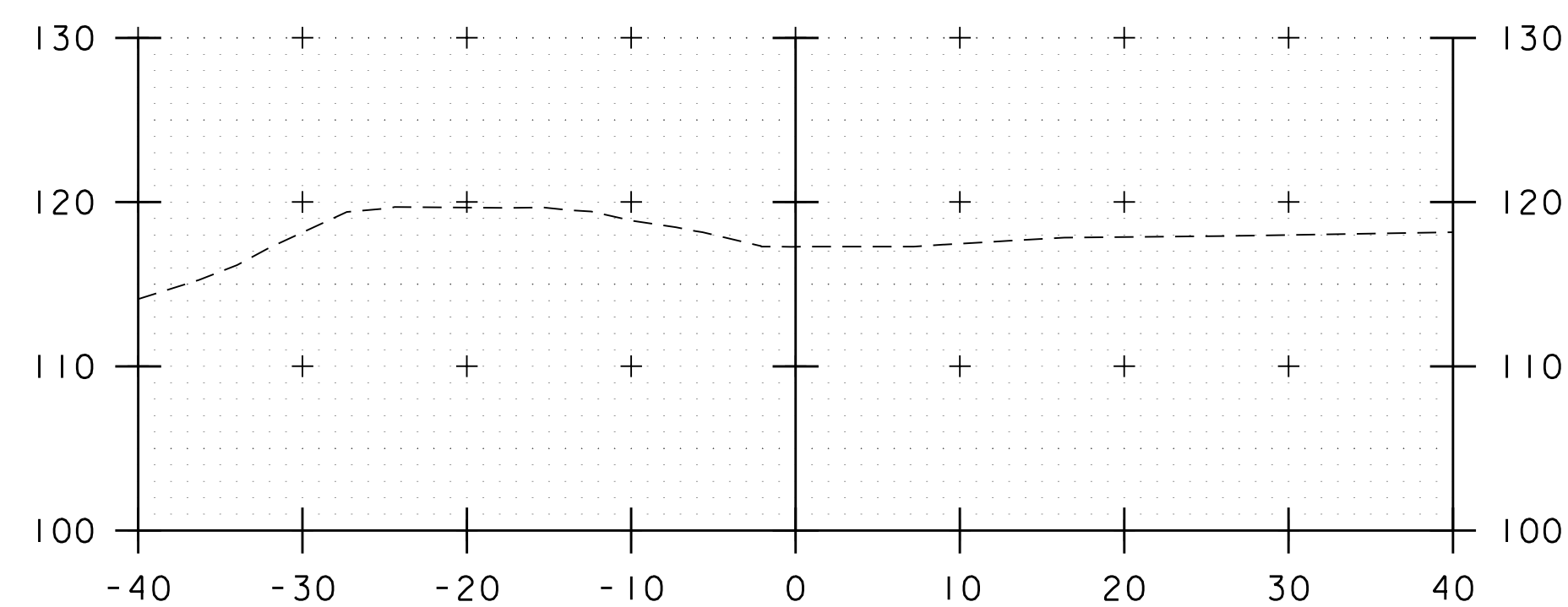
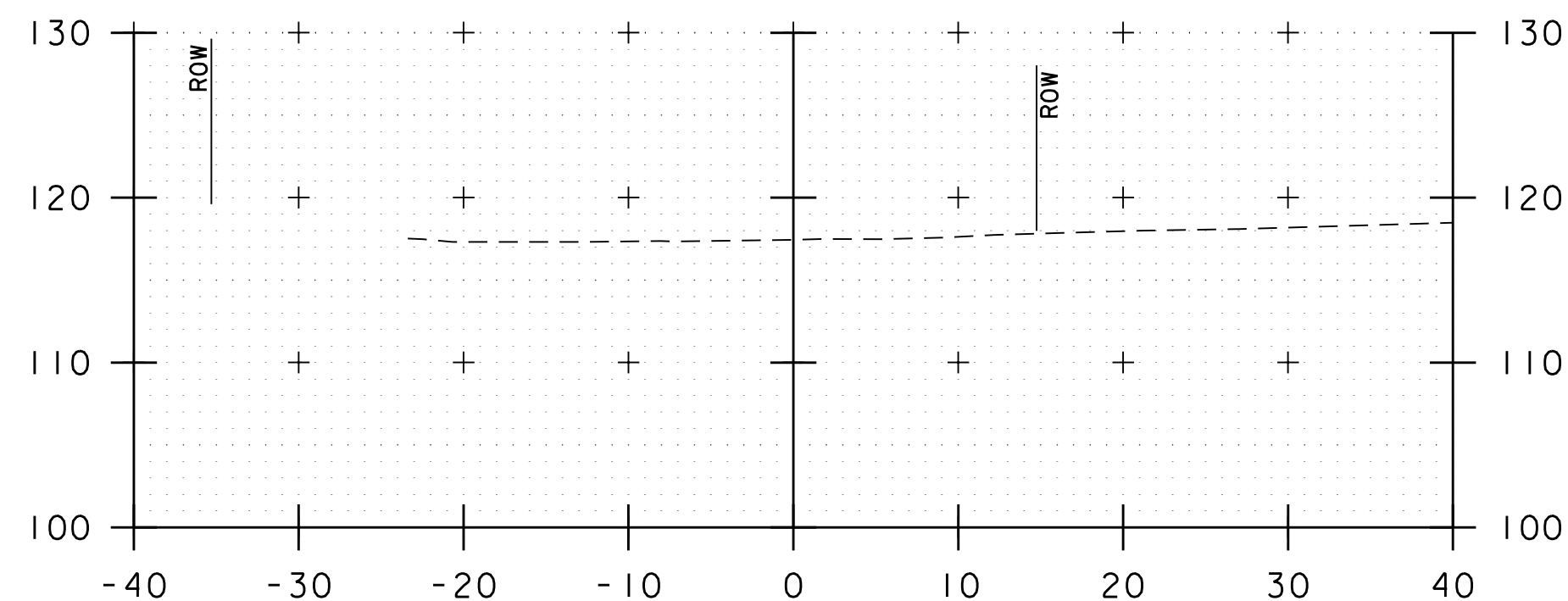
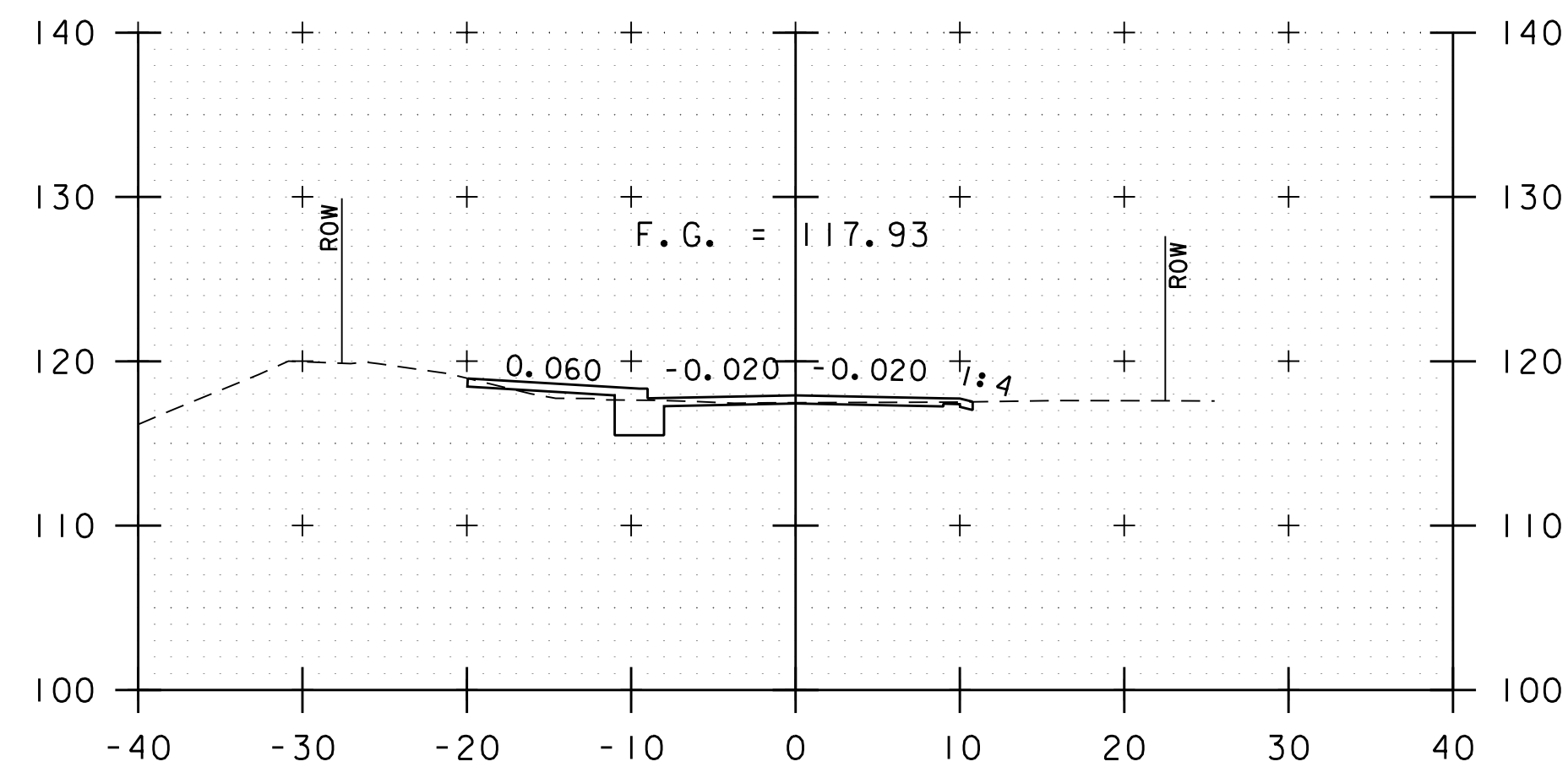
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PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A	
PROJECT NUMBER: 58109.00	
FILE NAME: 58109xs.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P.DETRICK	DRAWN BY: B.M.ROBERTS
DESIGNED BY: B.M.ROBERTS	CHECKED BY: E.P.DETRICK
SECTION 0 CROSS SECTIONS (10 OF 11)	SHEET 63 OF 72

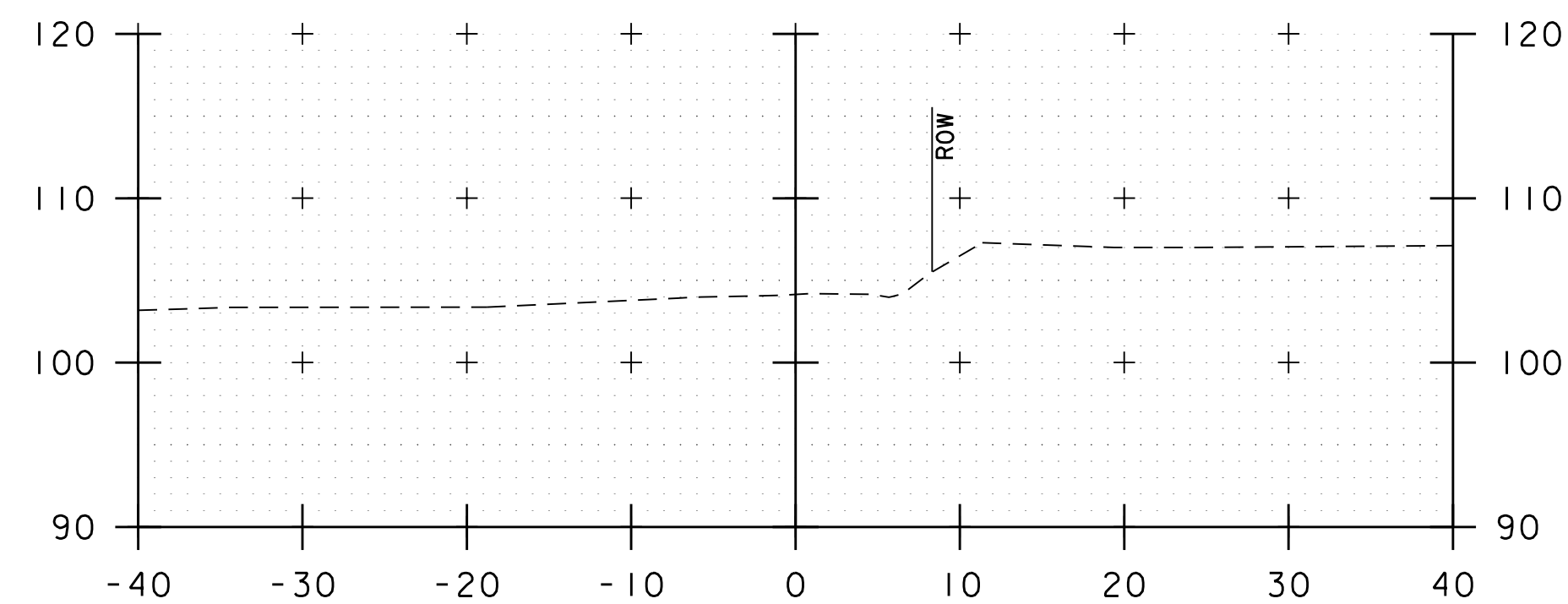


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PROJECT NUMBER: 58109.00

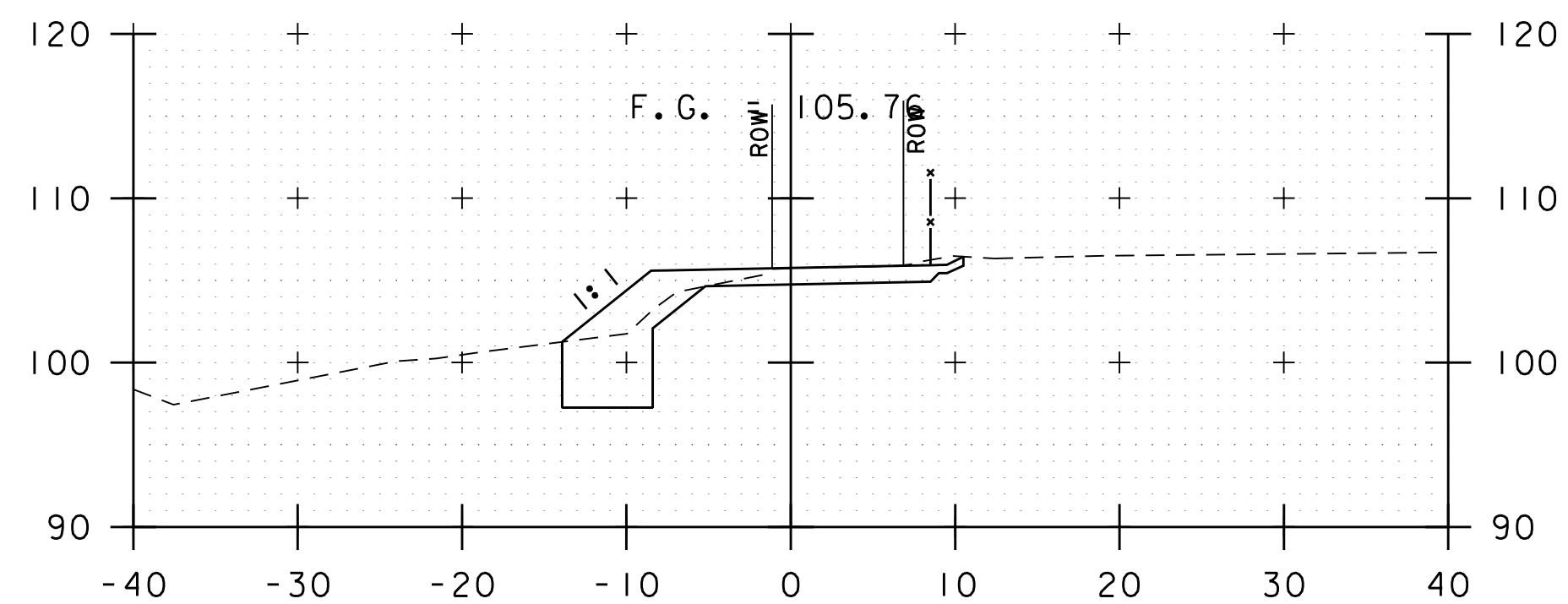
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PROJECT LEADER: E.P.DETRICK
DESIGNED BY: B.M.ROBERTS
SECTION 1 CROSS SECTIONS (1 OF 1)

PLOT DATE: 4/23/2019
DRAWN BY: B.M.ROBERTS
CHECKED BY: E.P.DETRICK
SHEET 64 OF 72

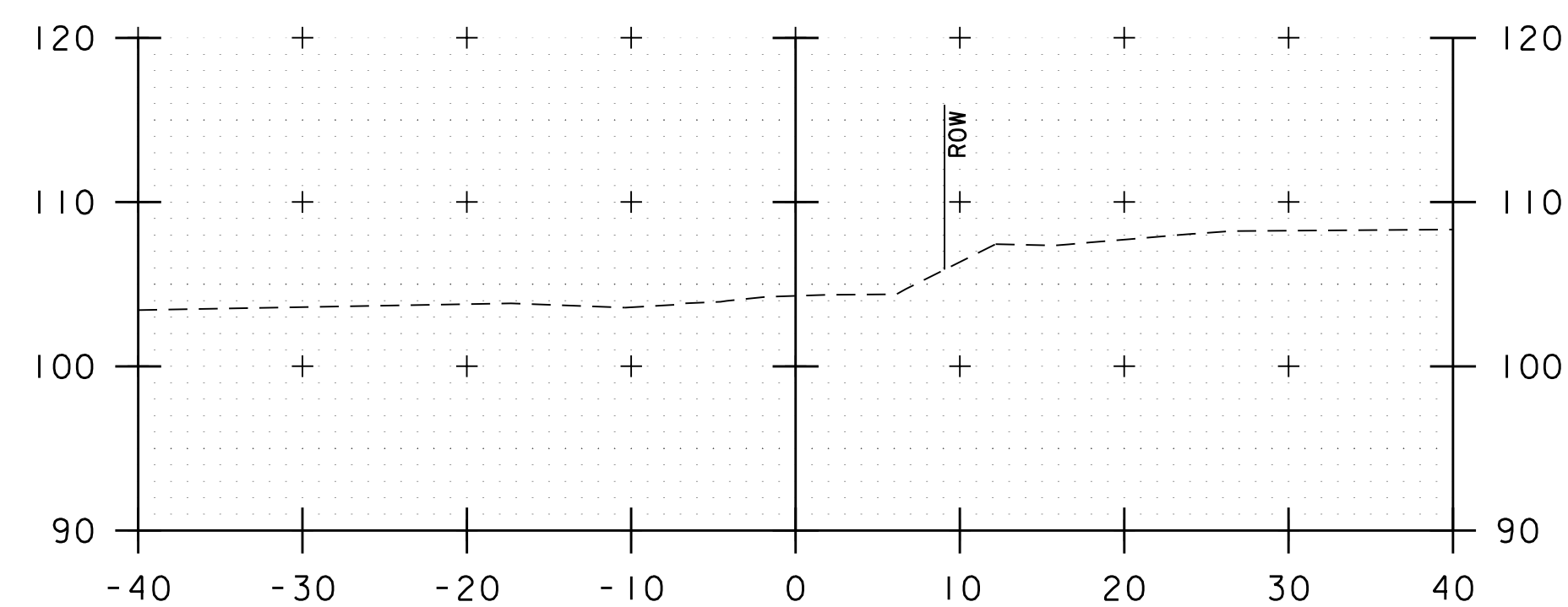




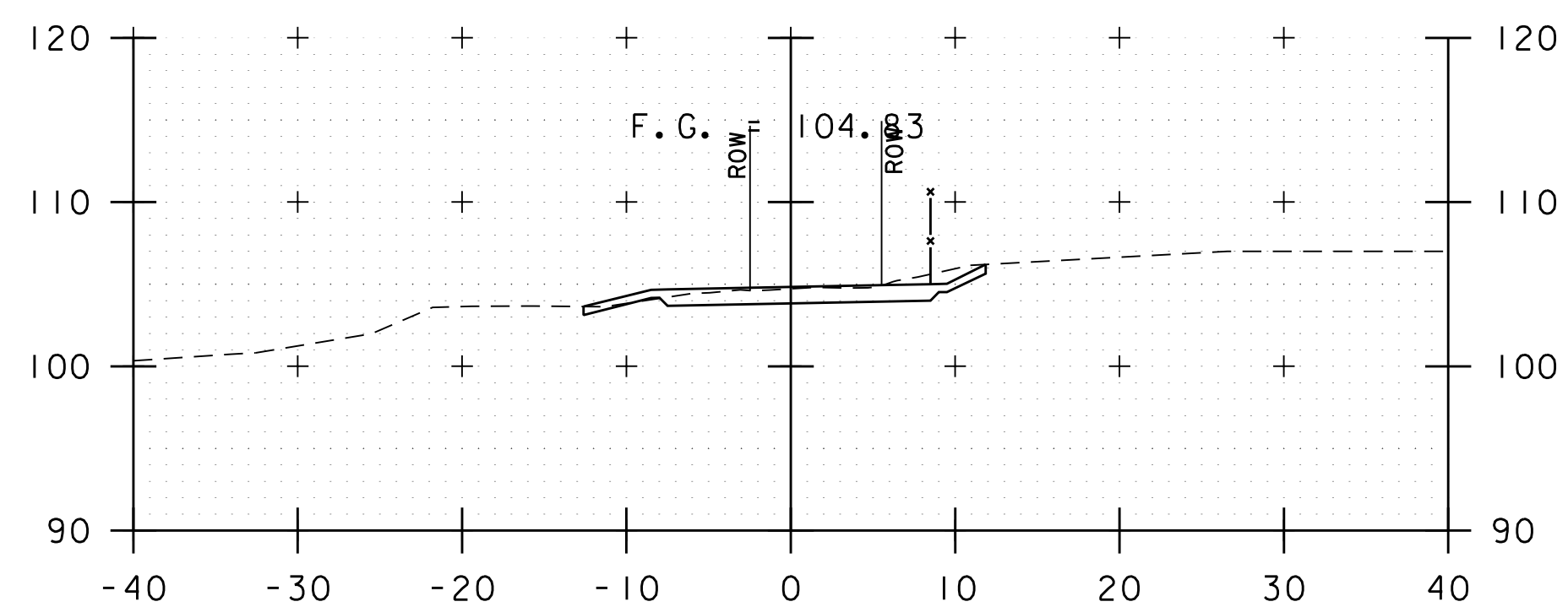
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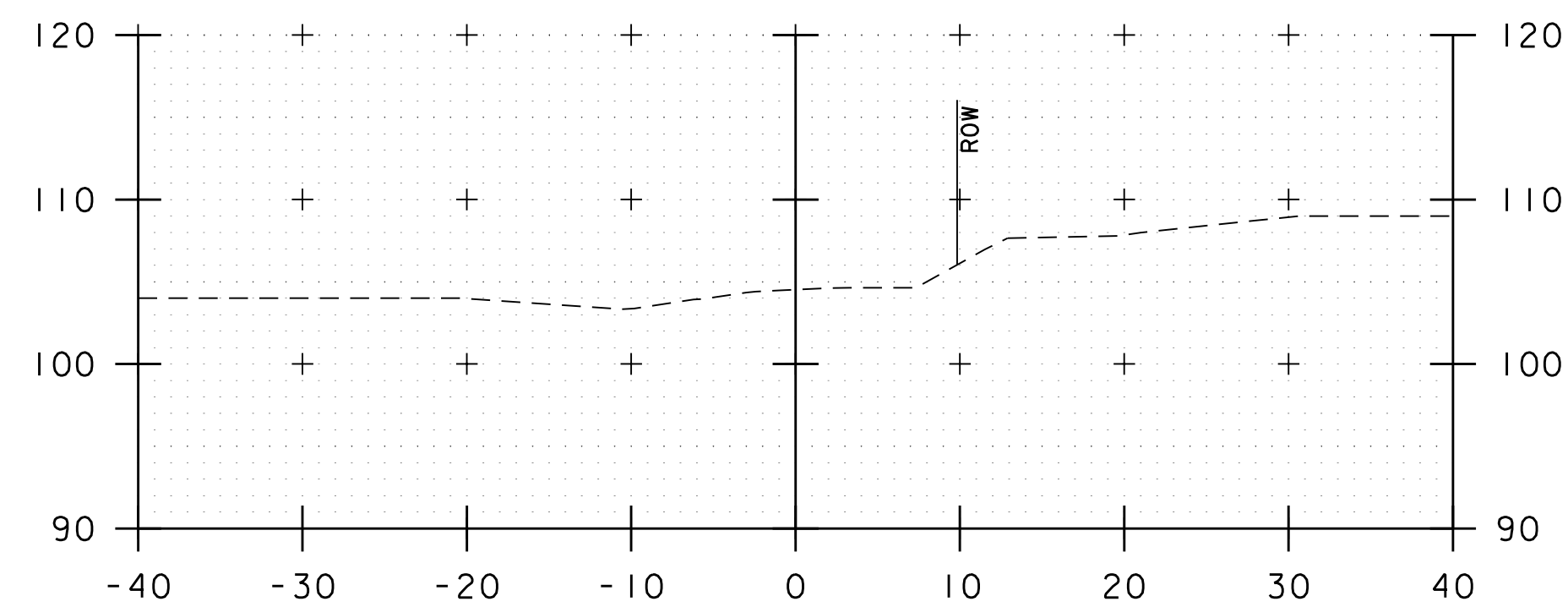
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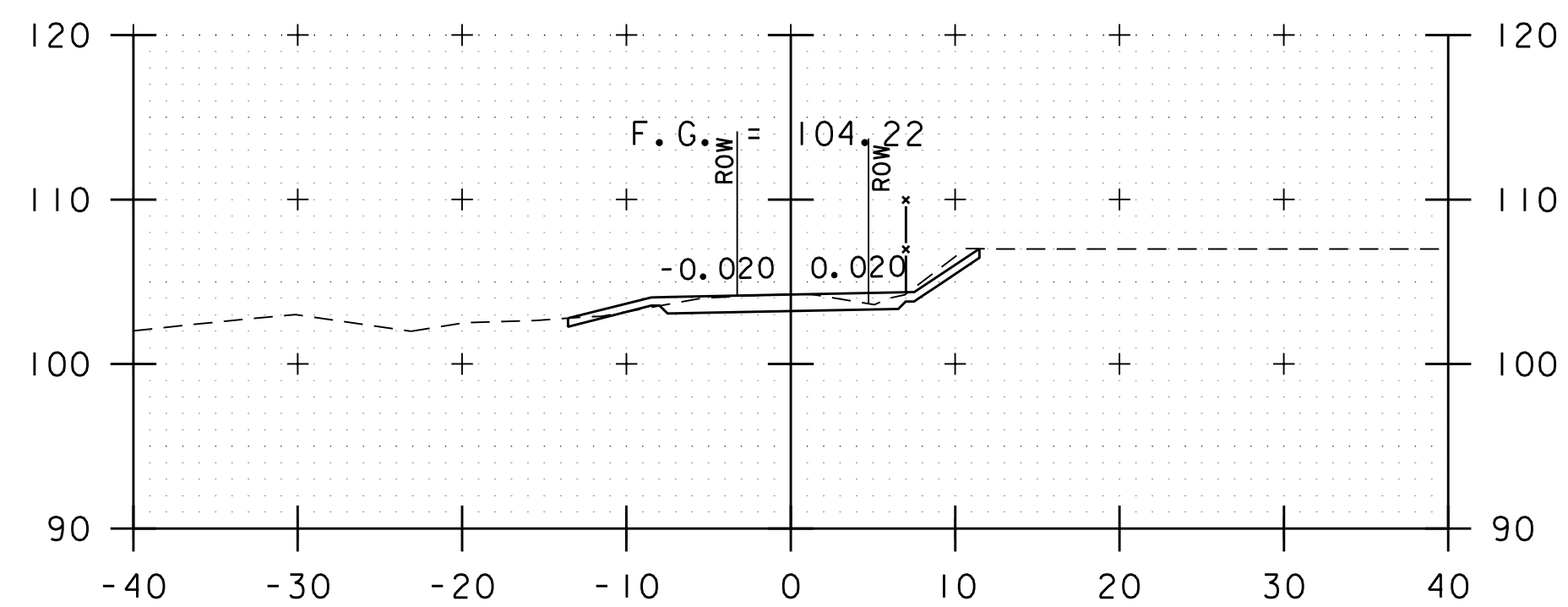
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315+50



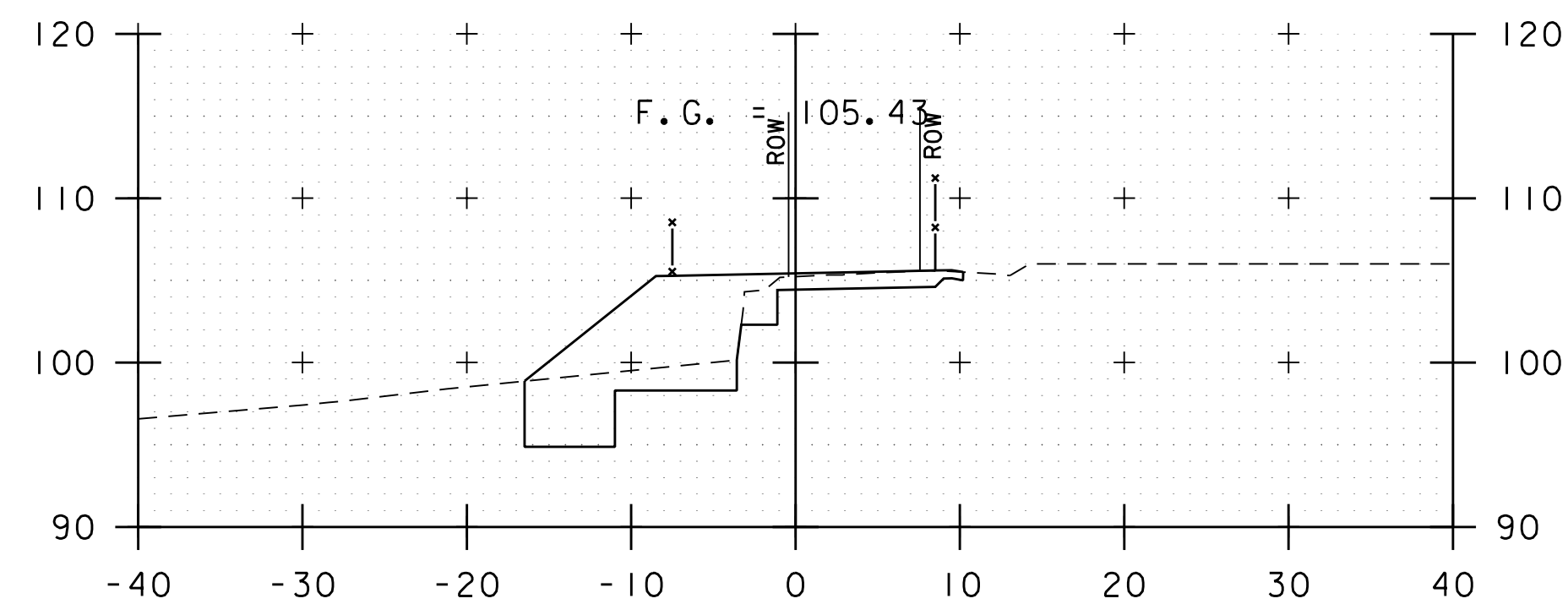
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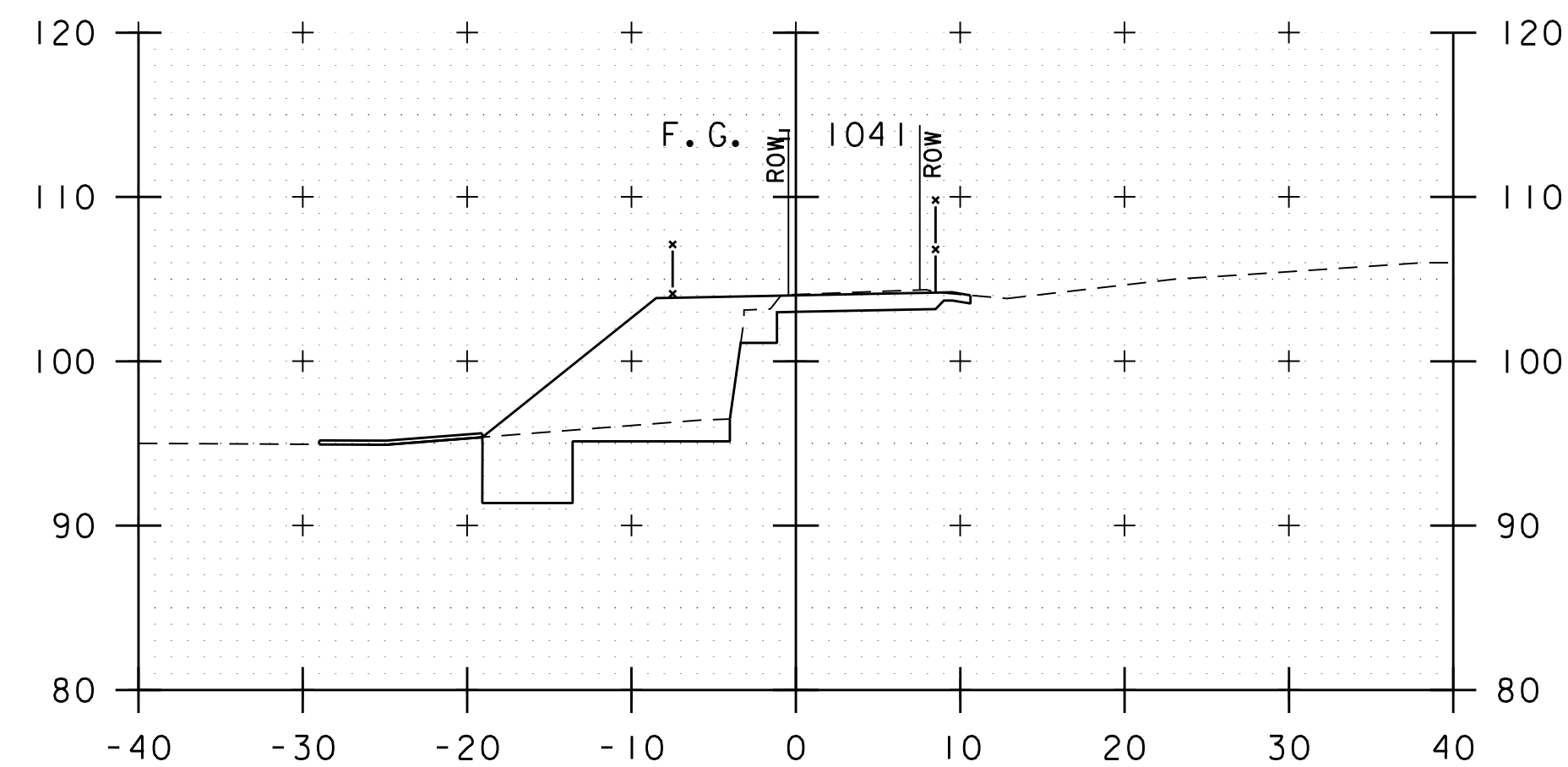
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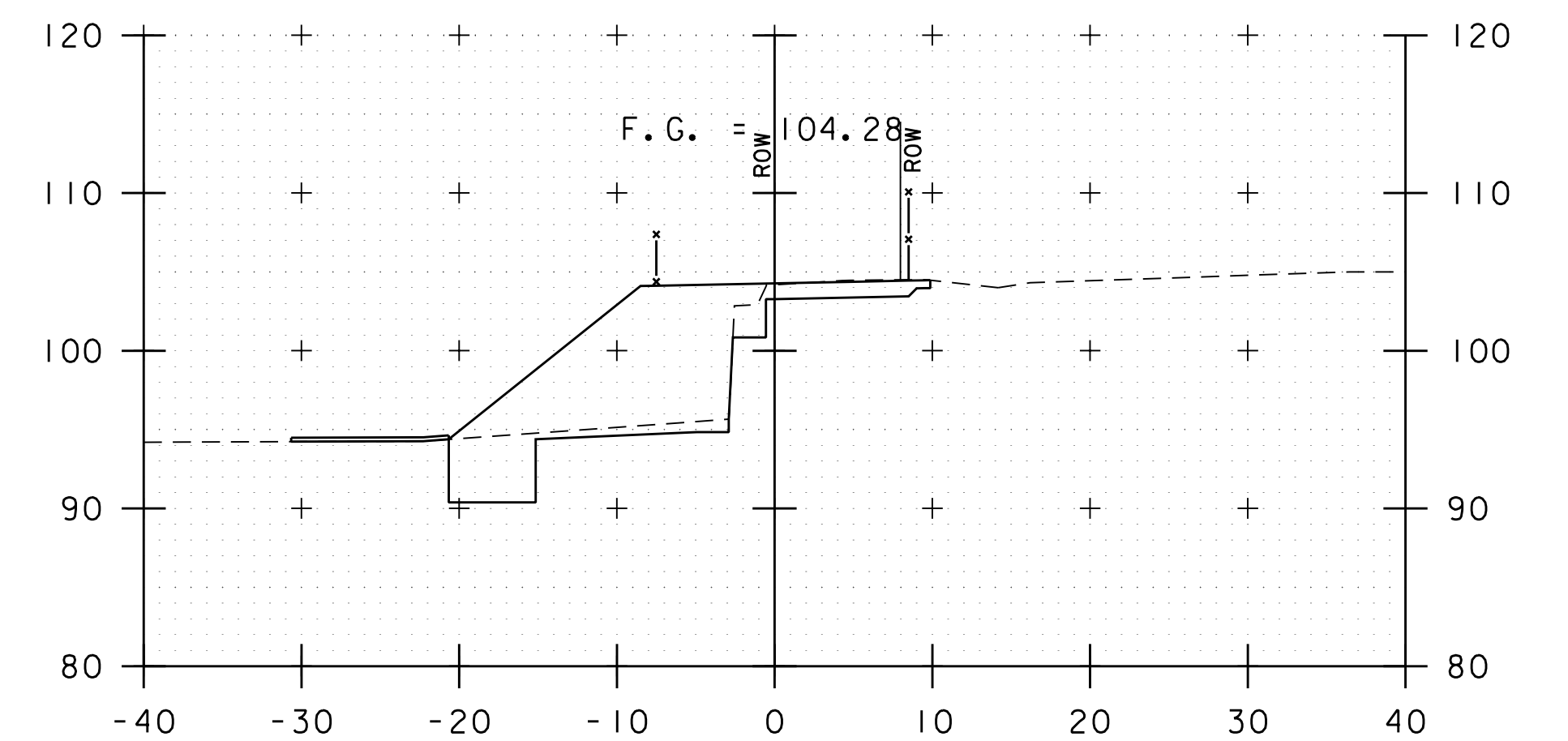
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PROJECT NUMBER: 58109.00	
FILE NAME: 58109xs.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P.DETRICK	DRAWN BY: B.M.ROBERTS
DESIGNED BY: B.M.ROBERTS	CHECKED BY: E.P.DETRICK
SECTION 3 CROSS SECTIONS (1 OF 1)	SHEET 65 OF 72



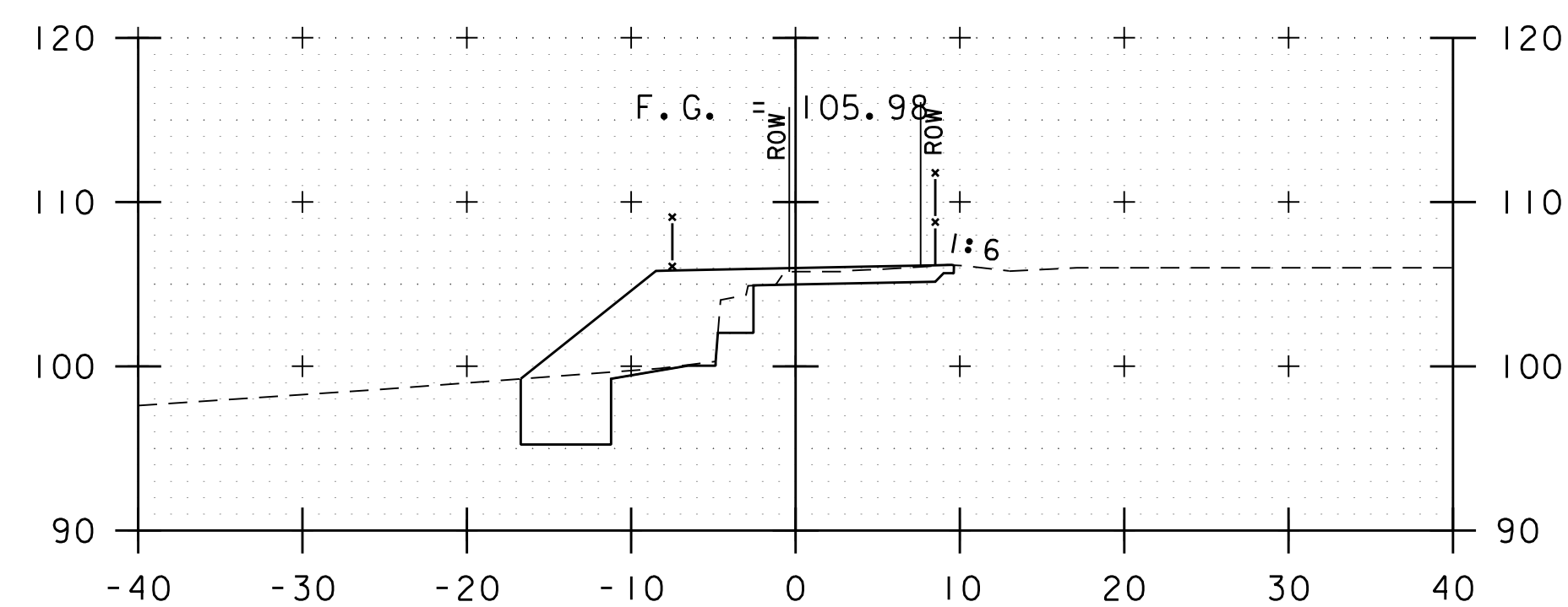
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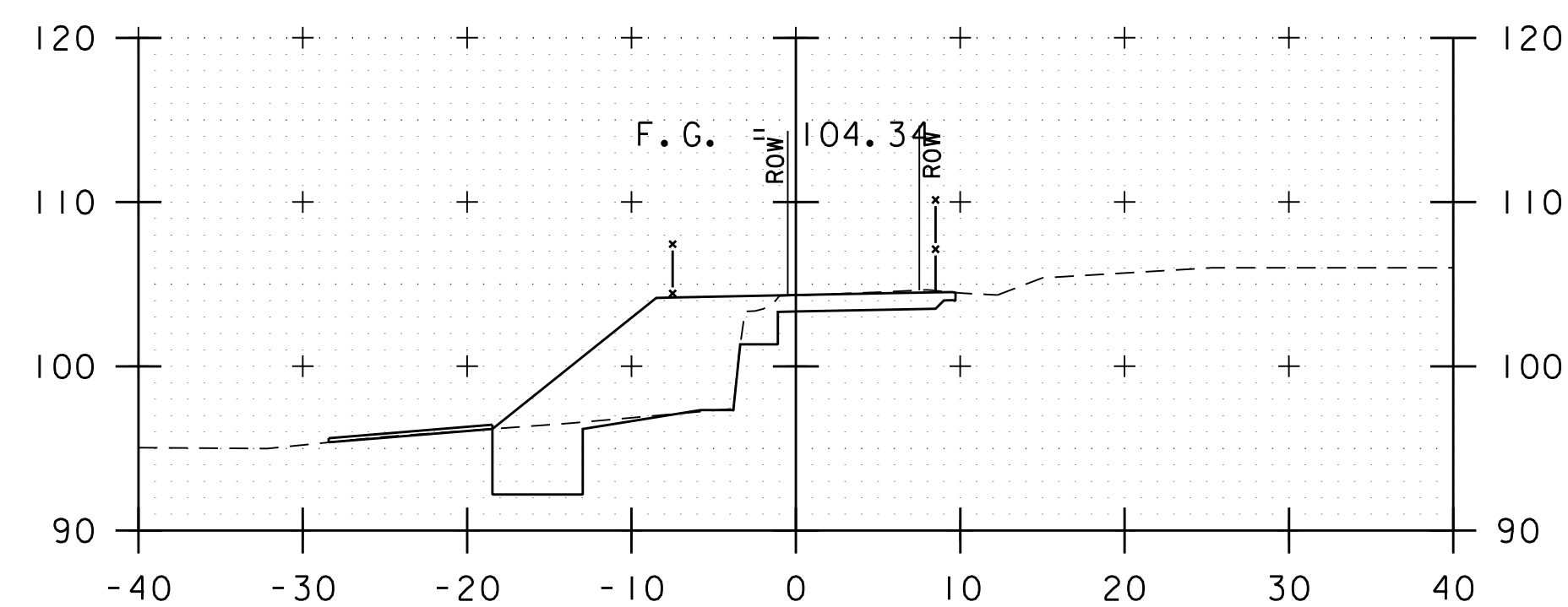
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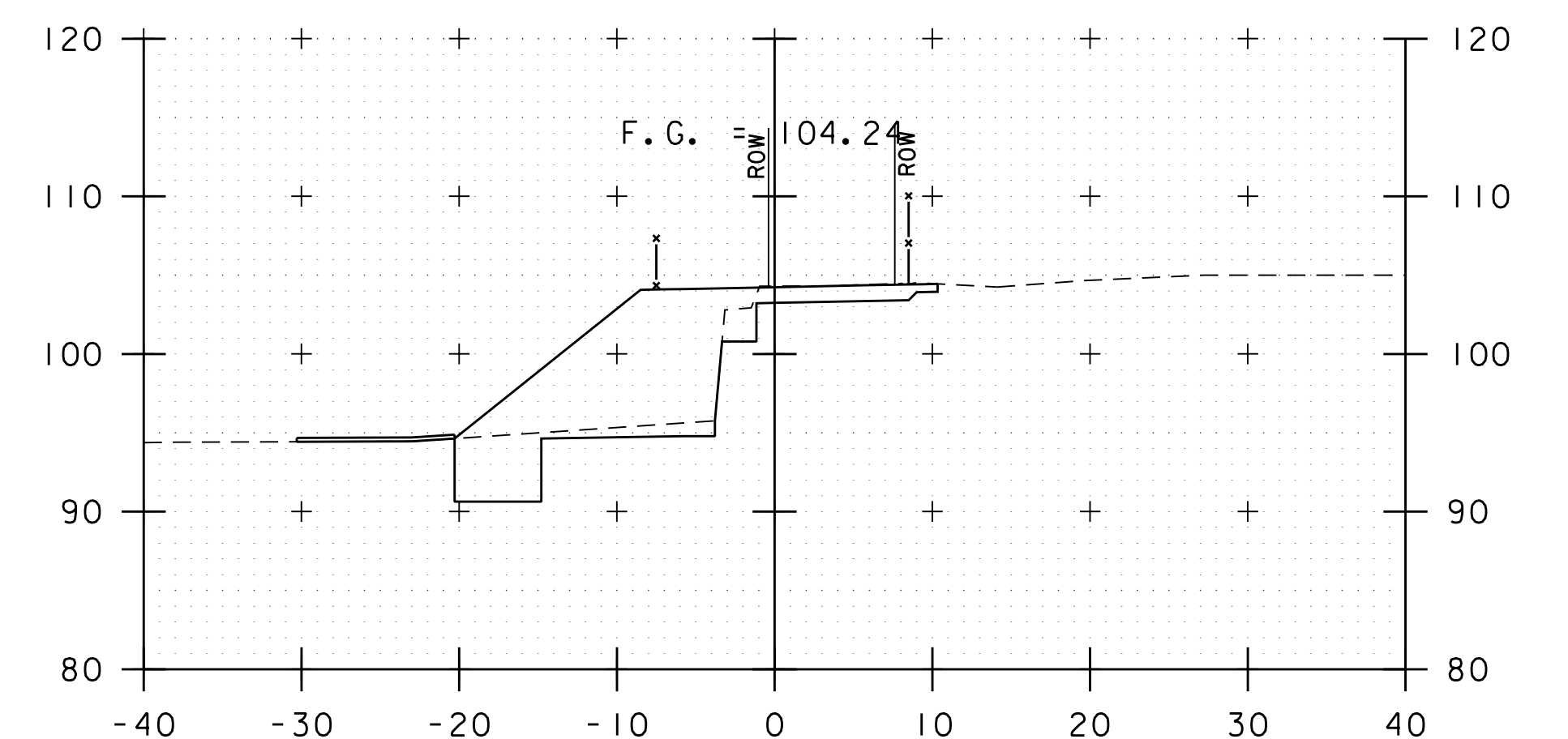
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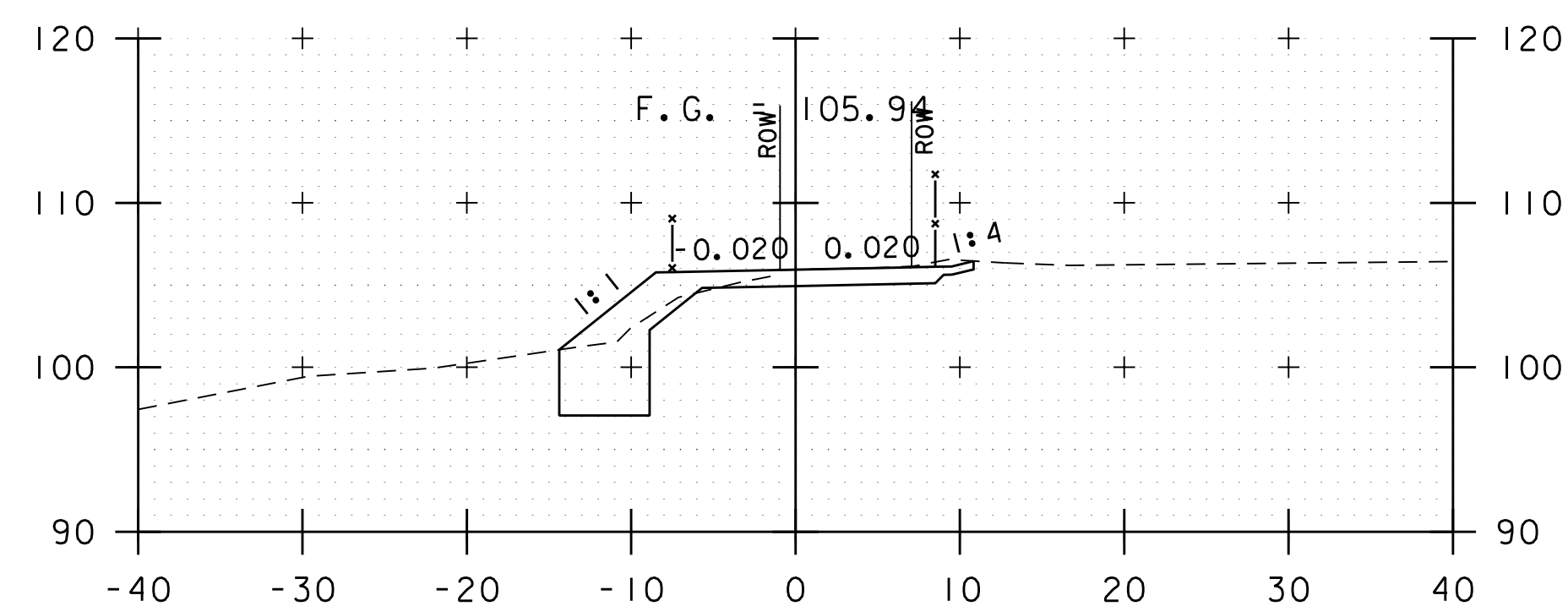
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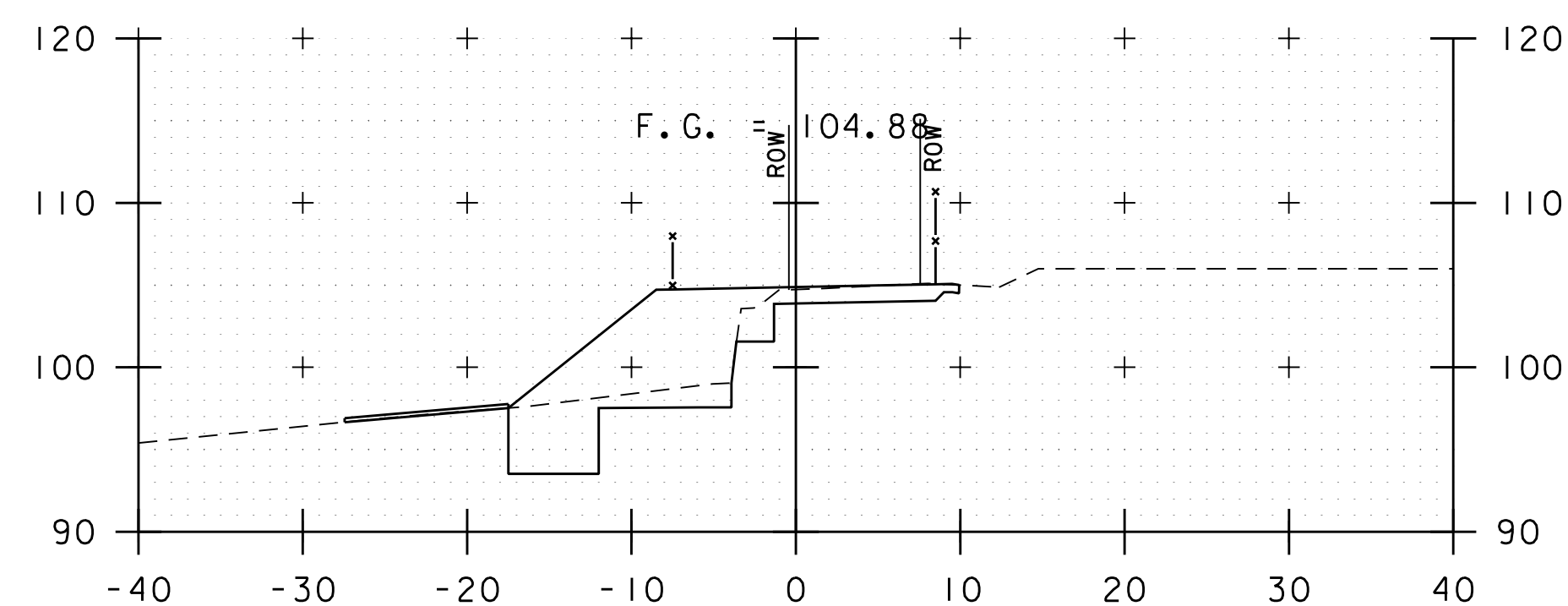
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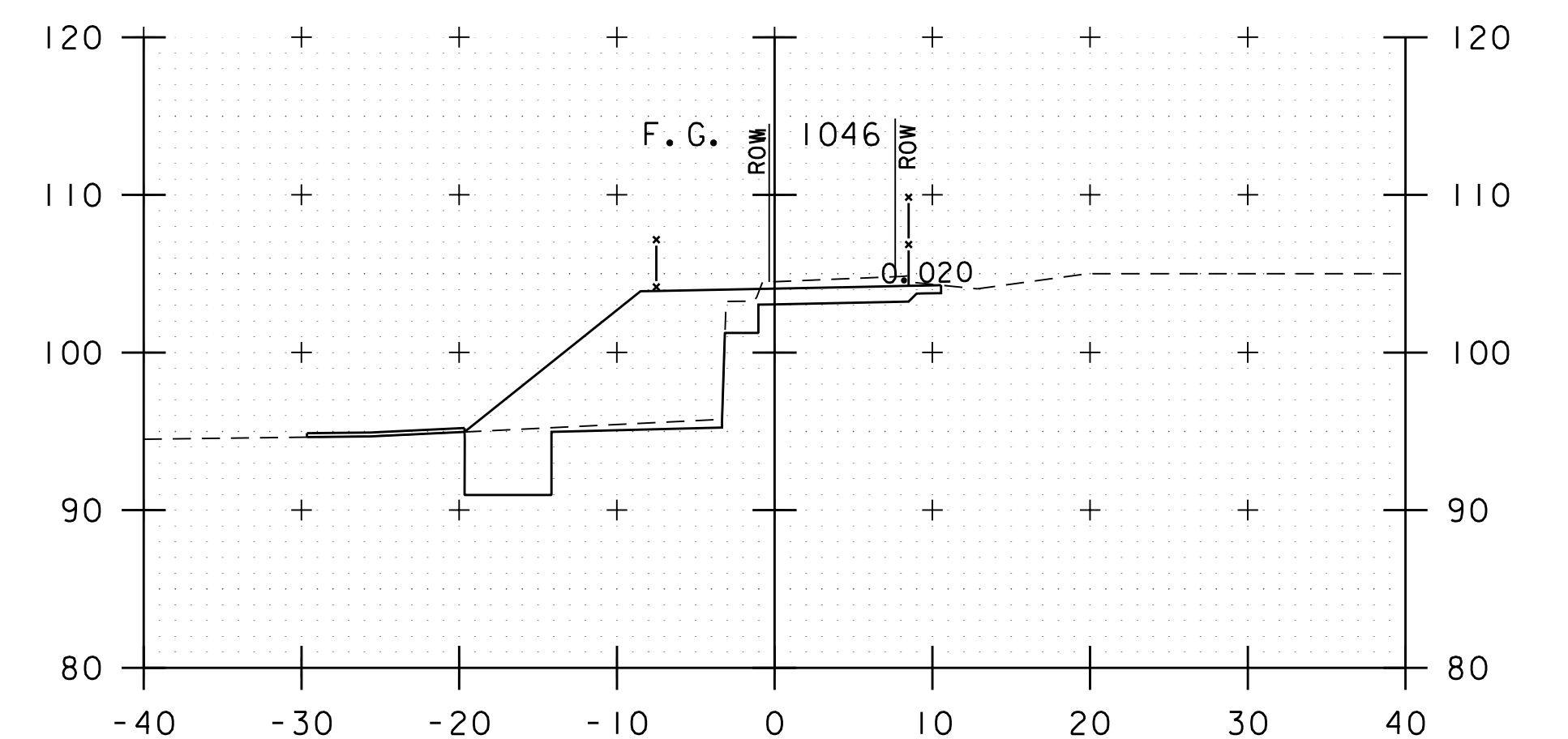
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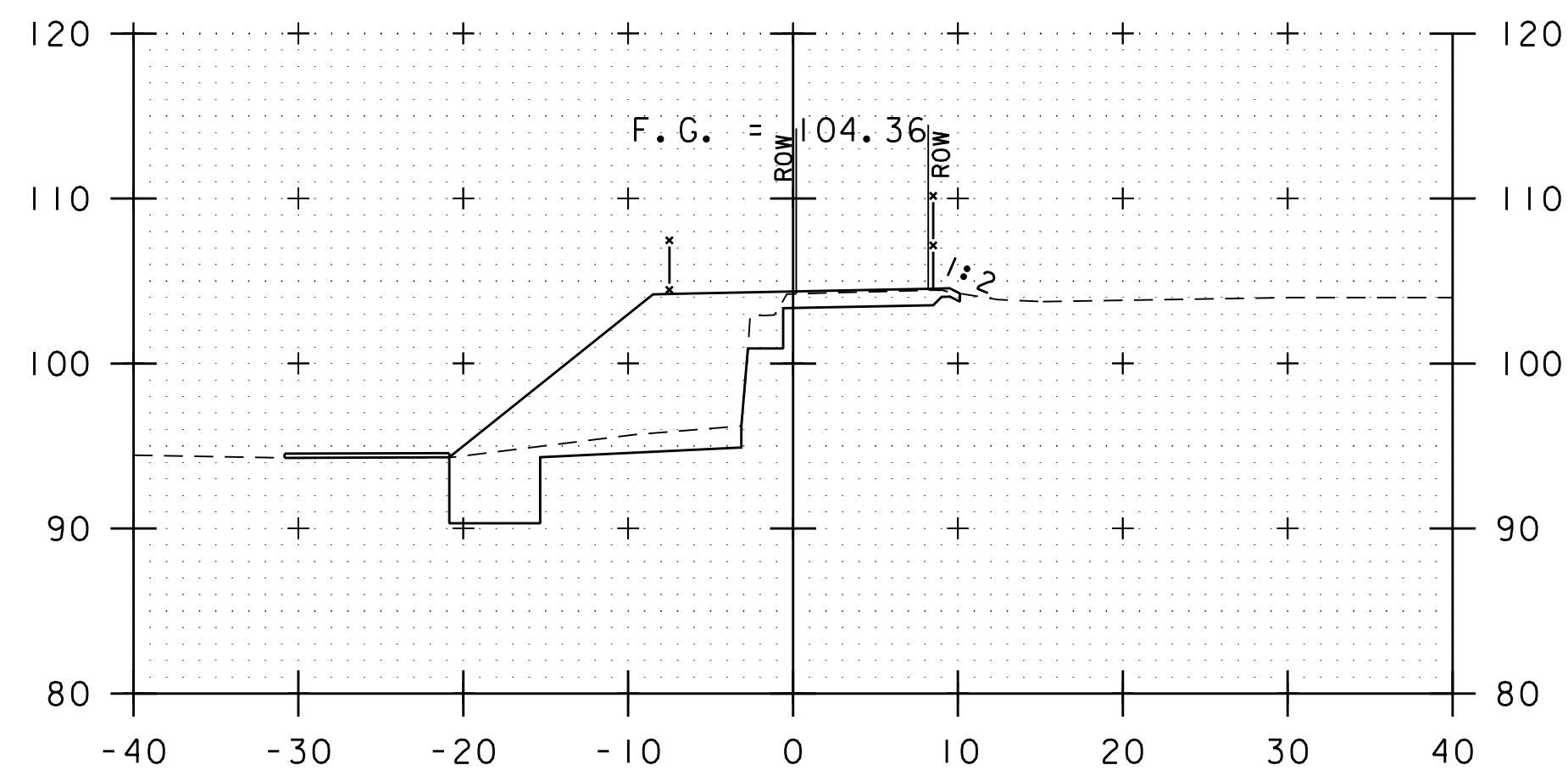
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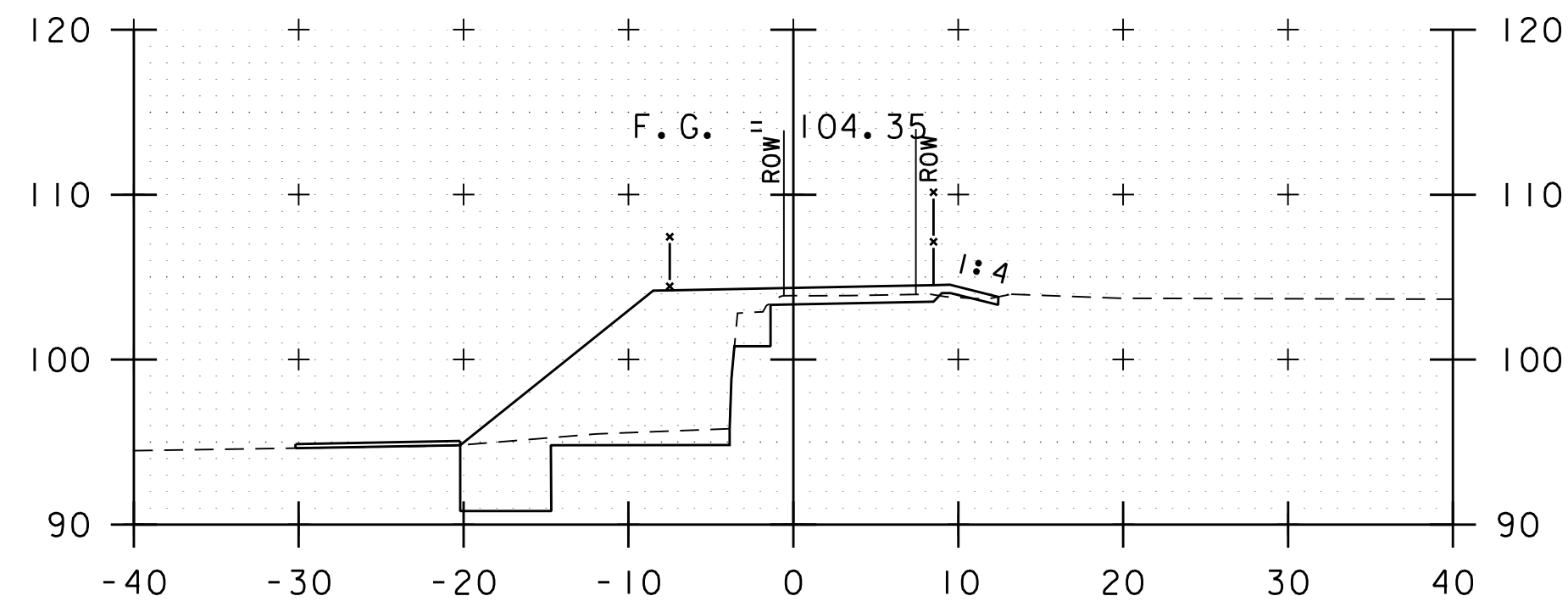
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PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A	
PROJECT NUMBER: 58109.00	
FILE NAME: 58109xs.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P.DETRICK	DRAWN BY: B.M.ROBERTS
DESIGNED BY: B.M.ROBERTS	CHECKED BY: E.P.DETRICK
SECTION 4 CROSS SECTIONS (1 OF 6)	SHEET 66 OF 72

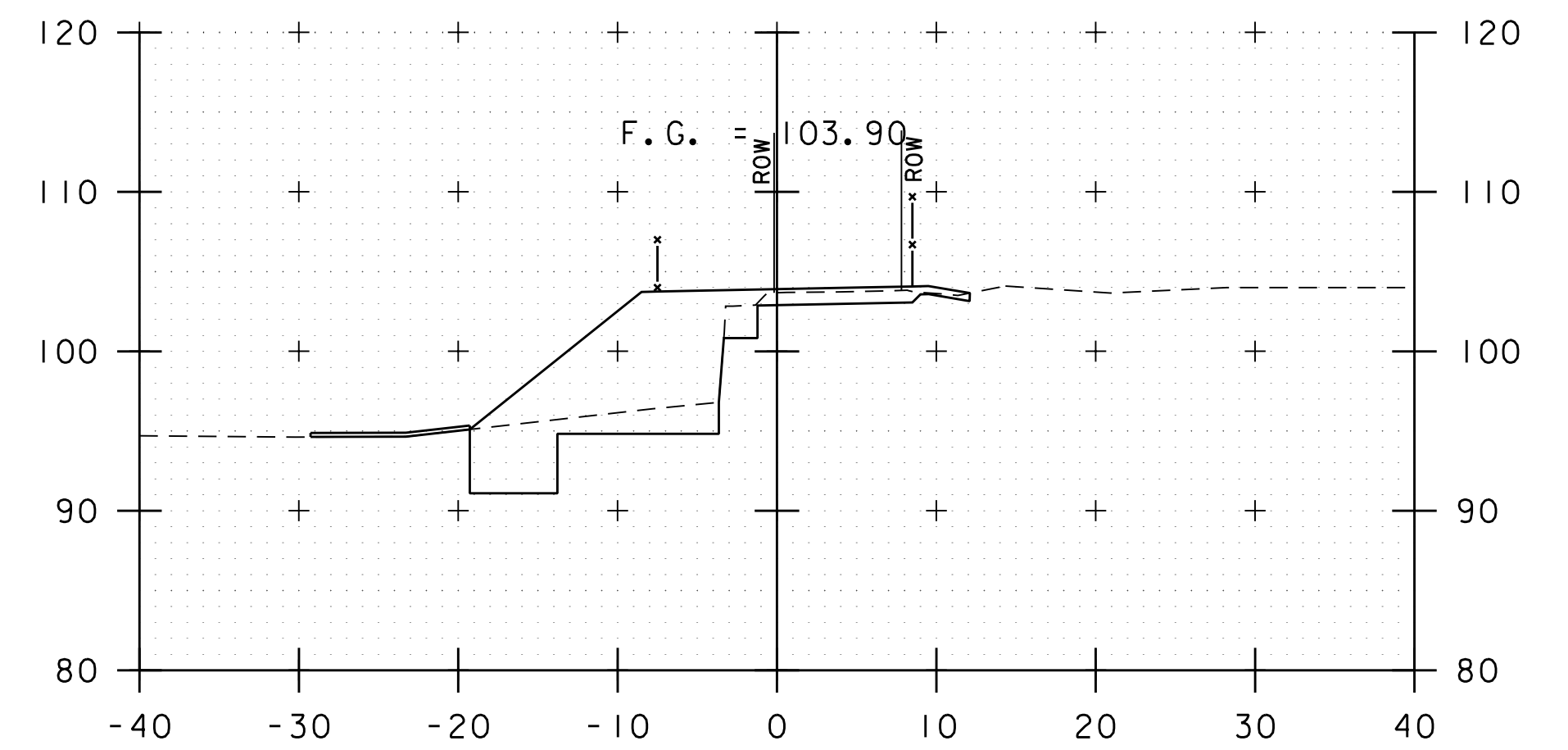




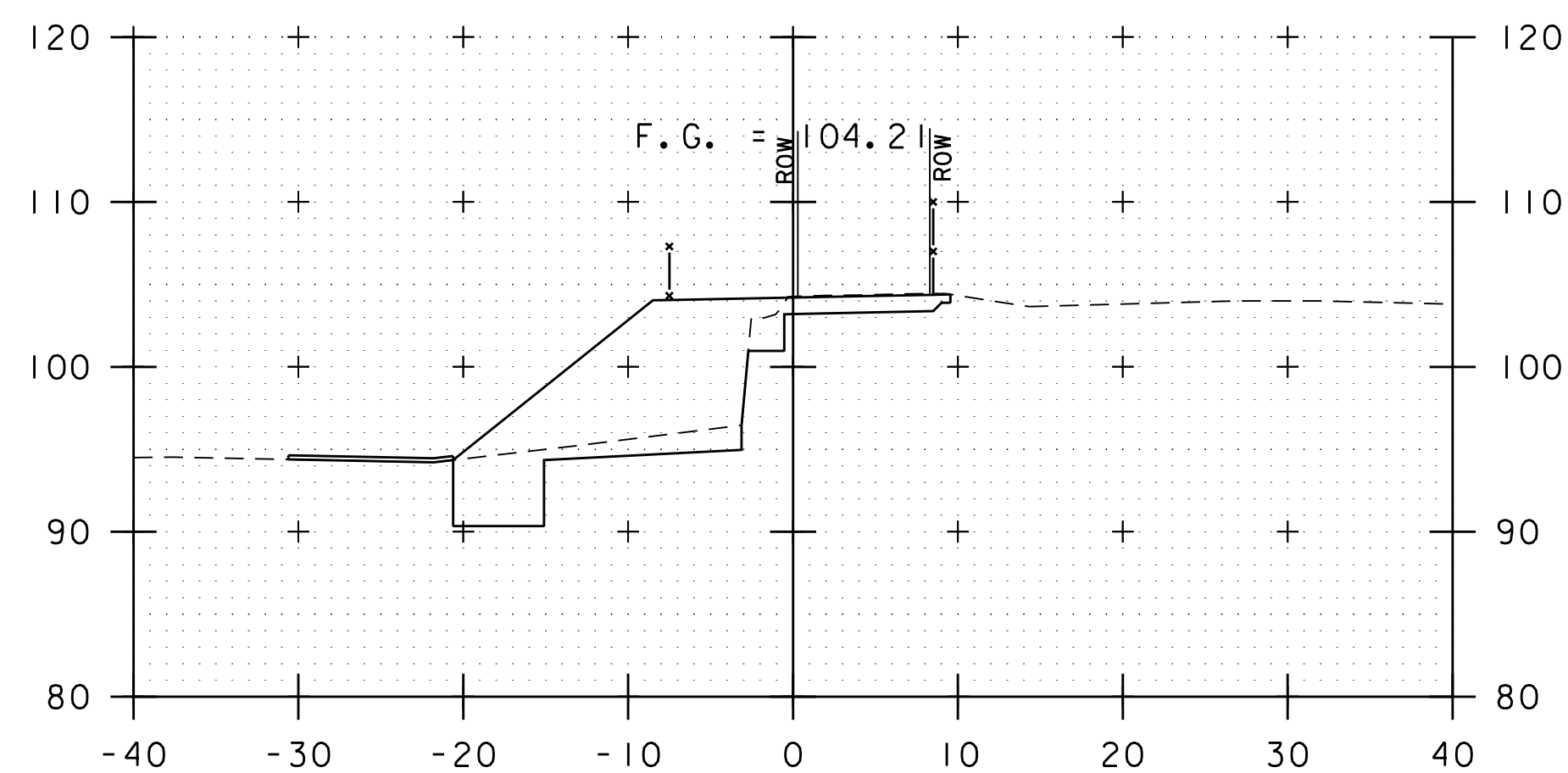
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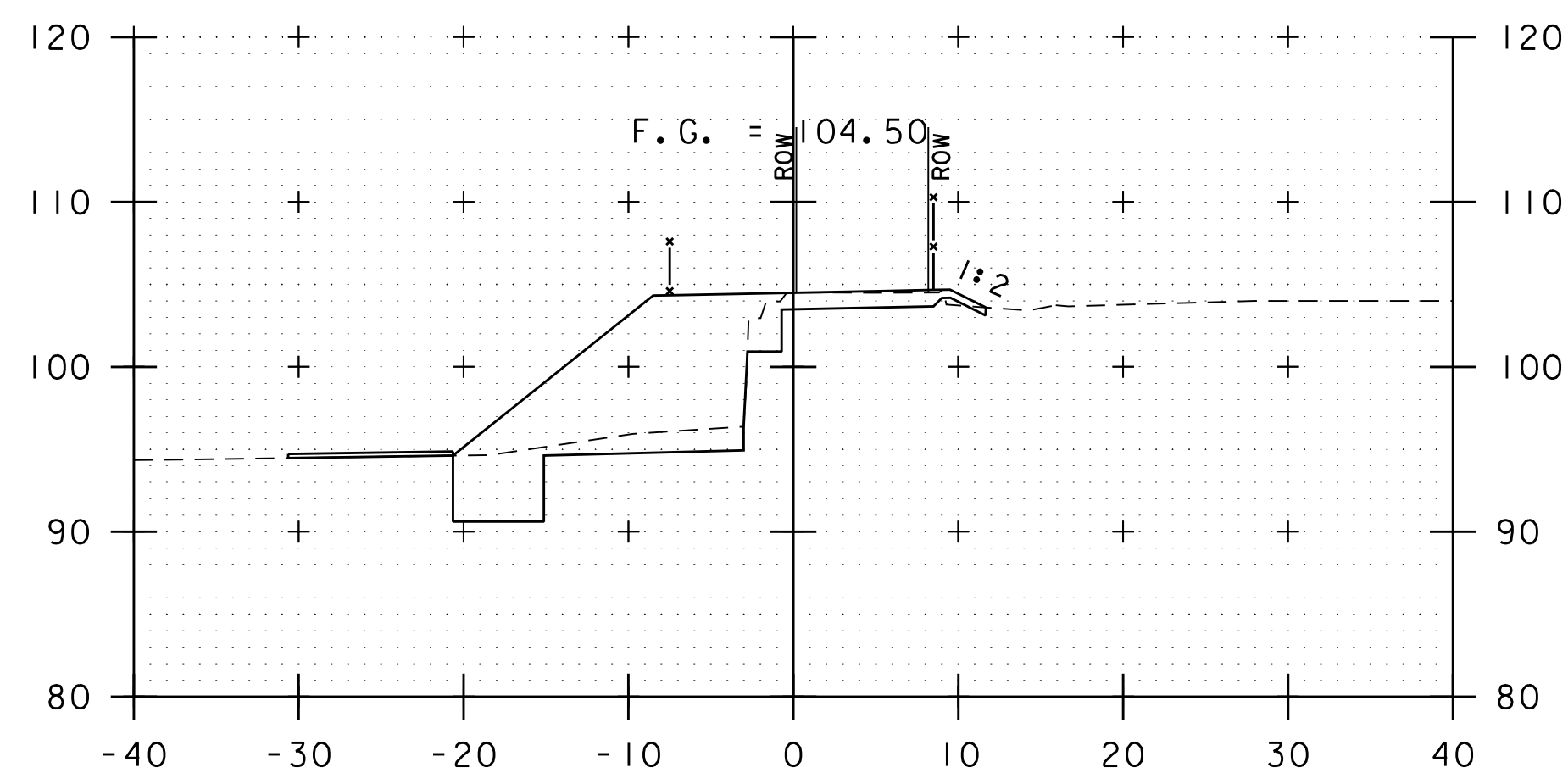
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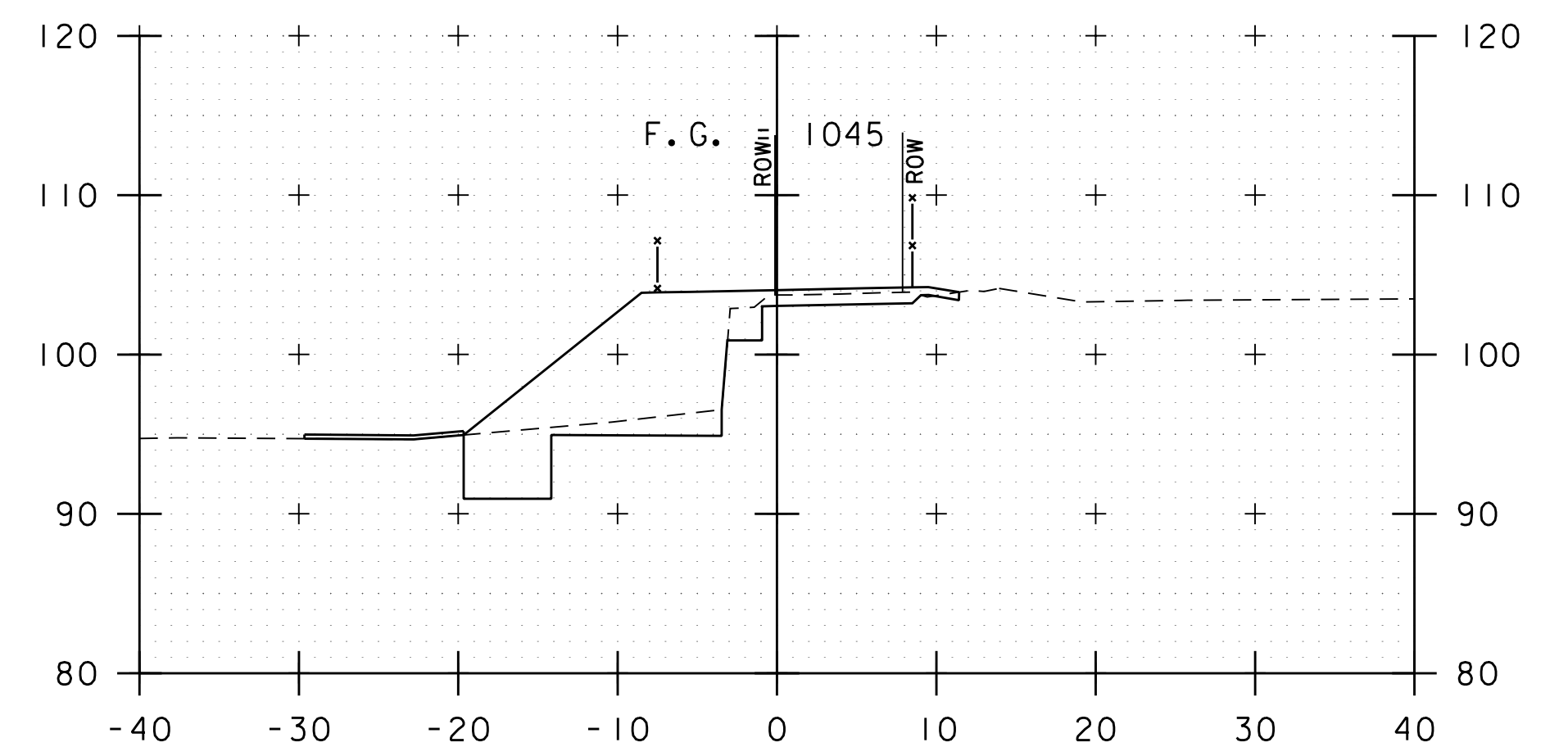
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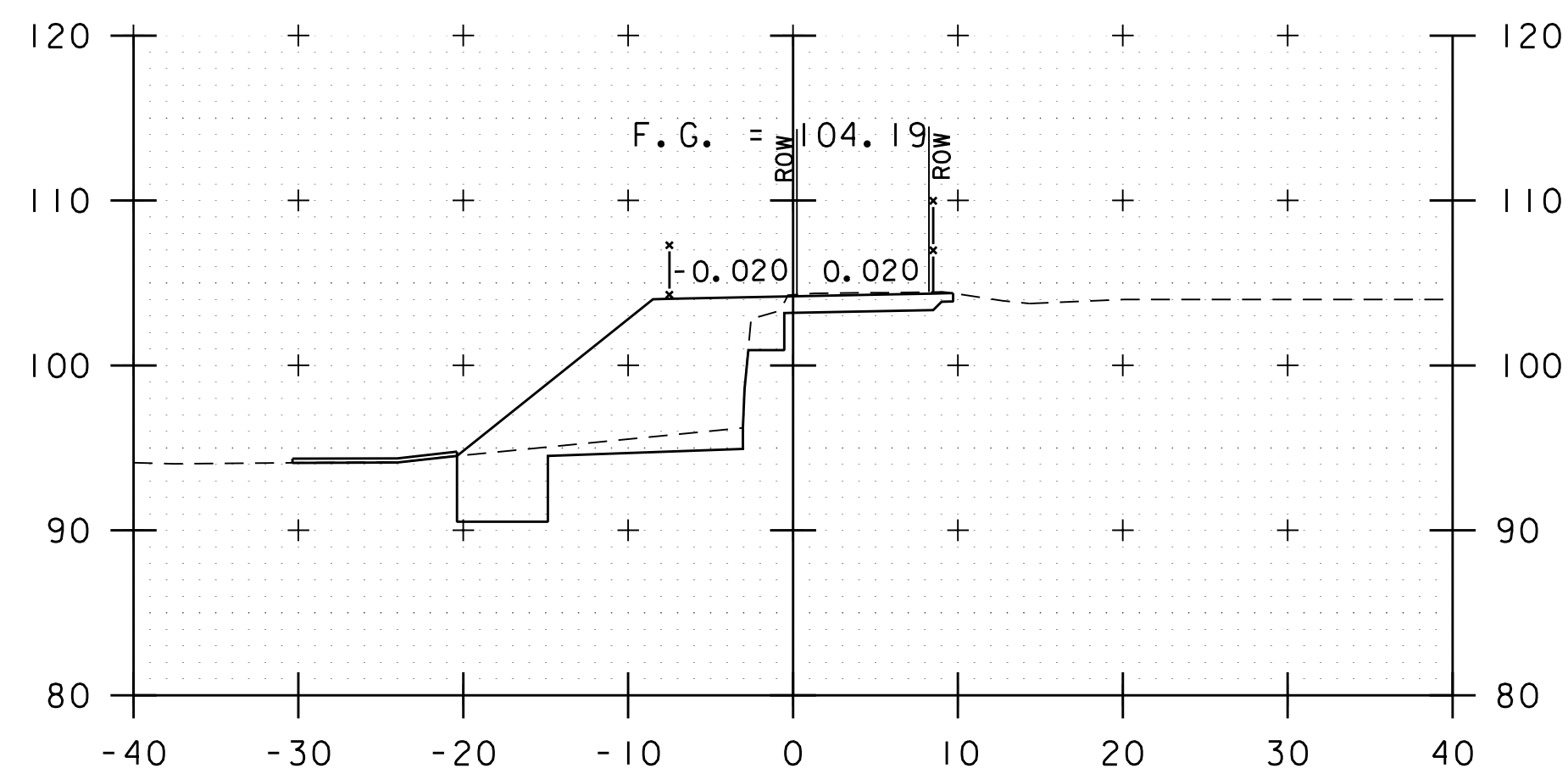
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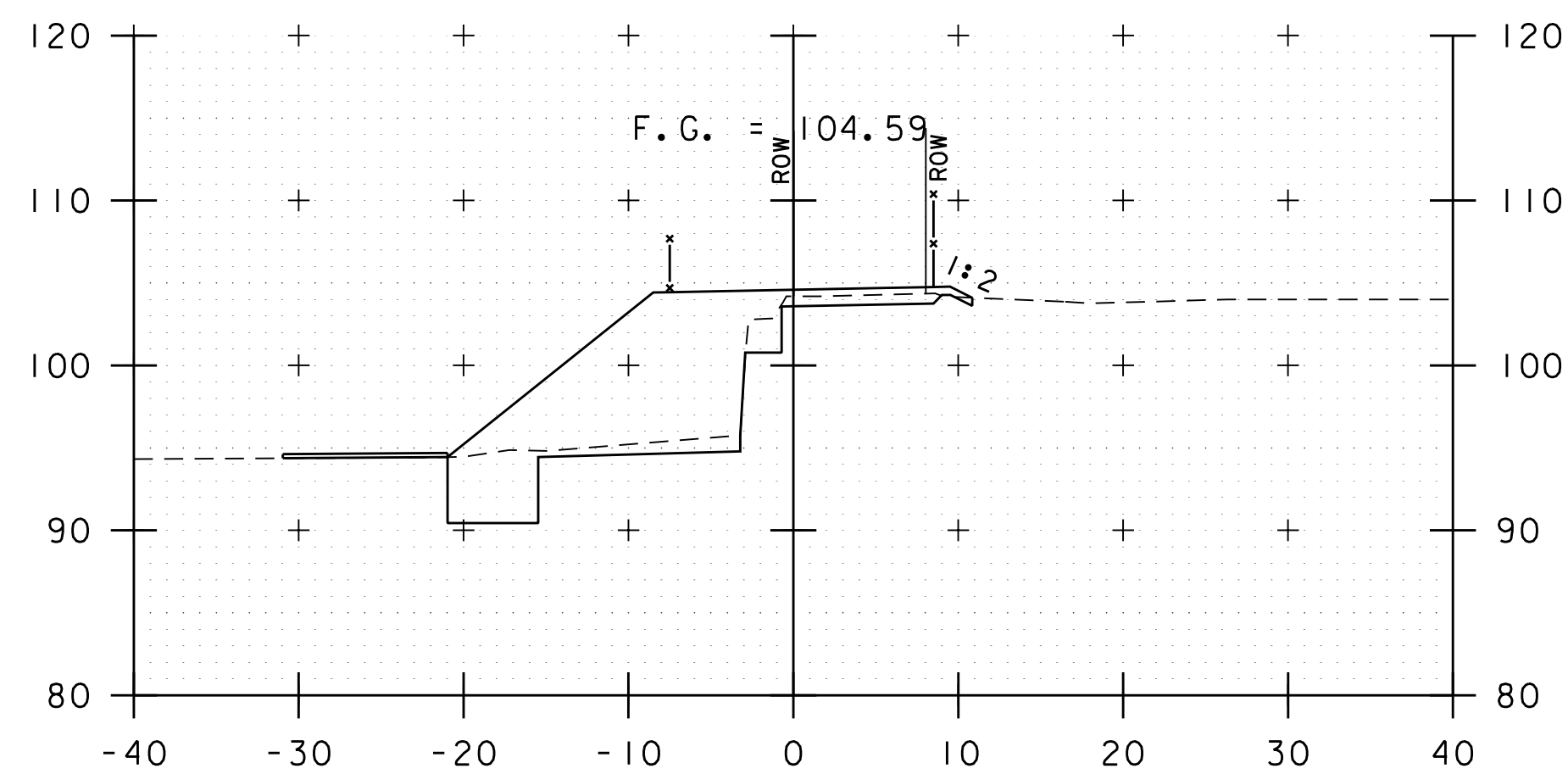
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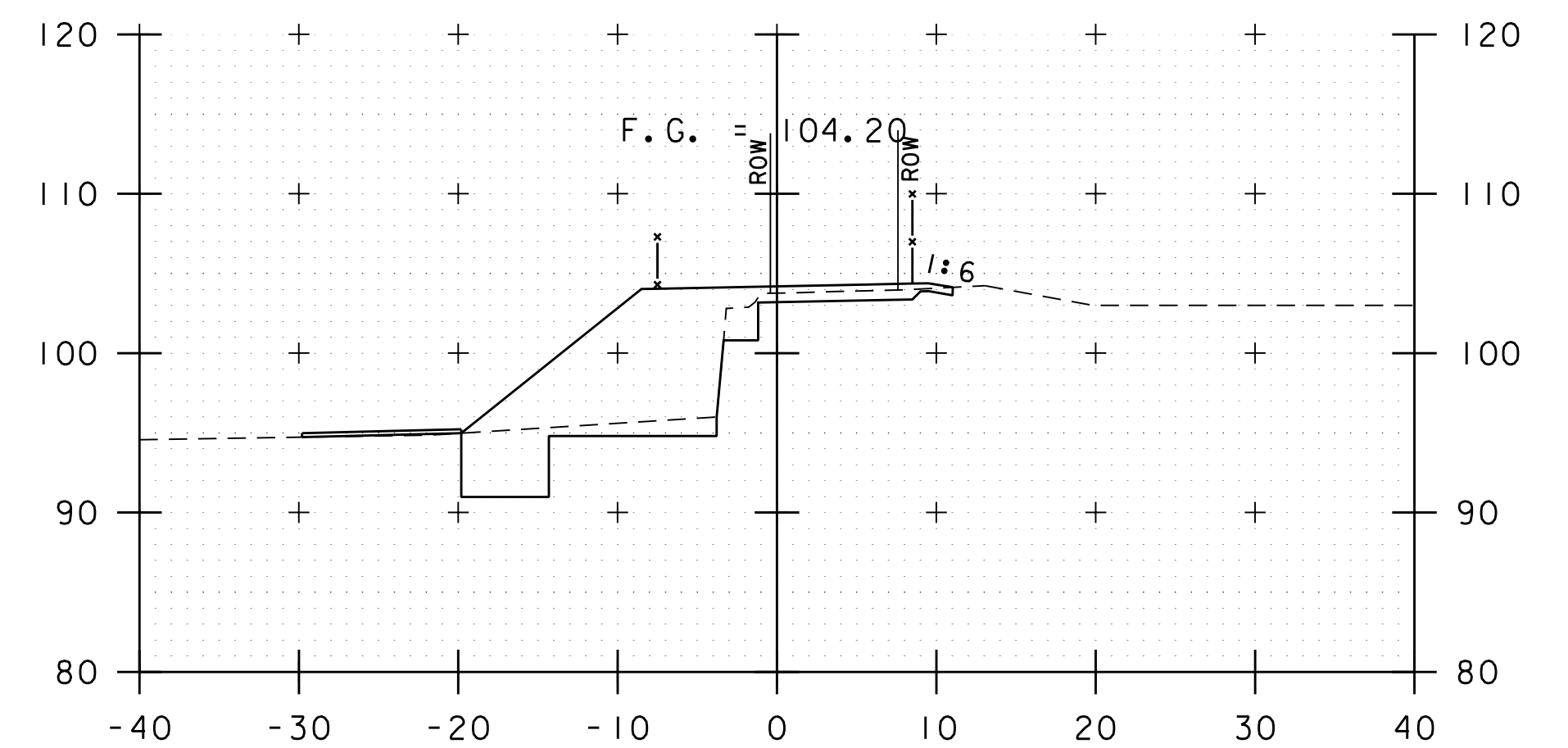
408+00



404+50



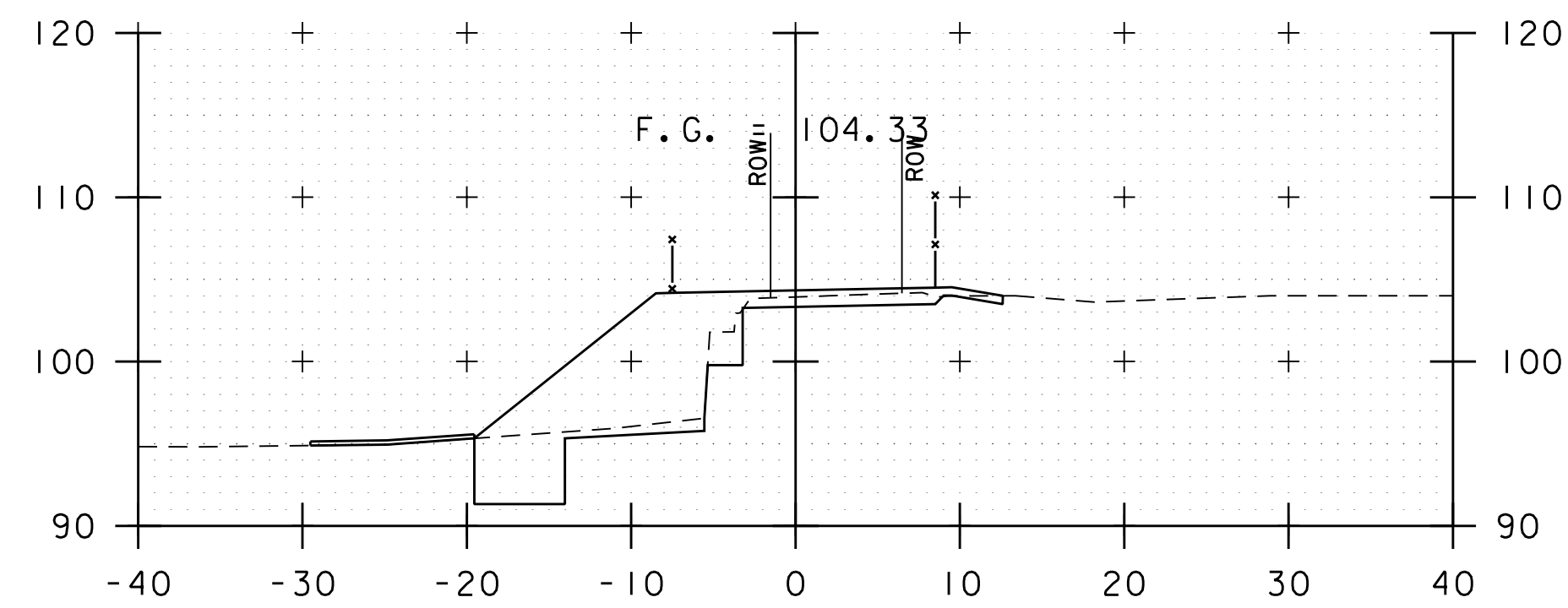
406+00



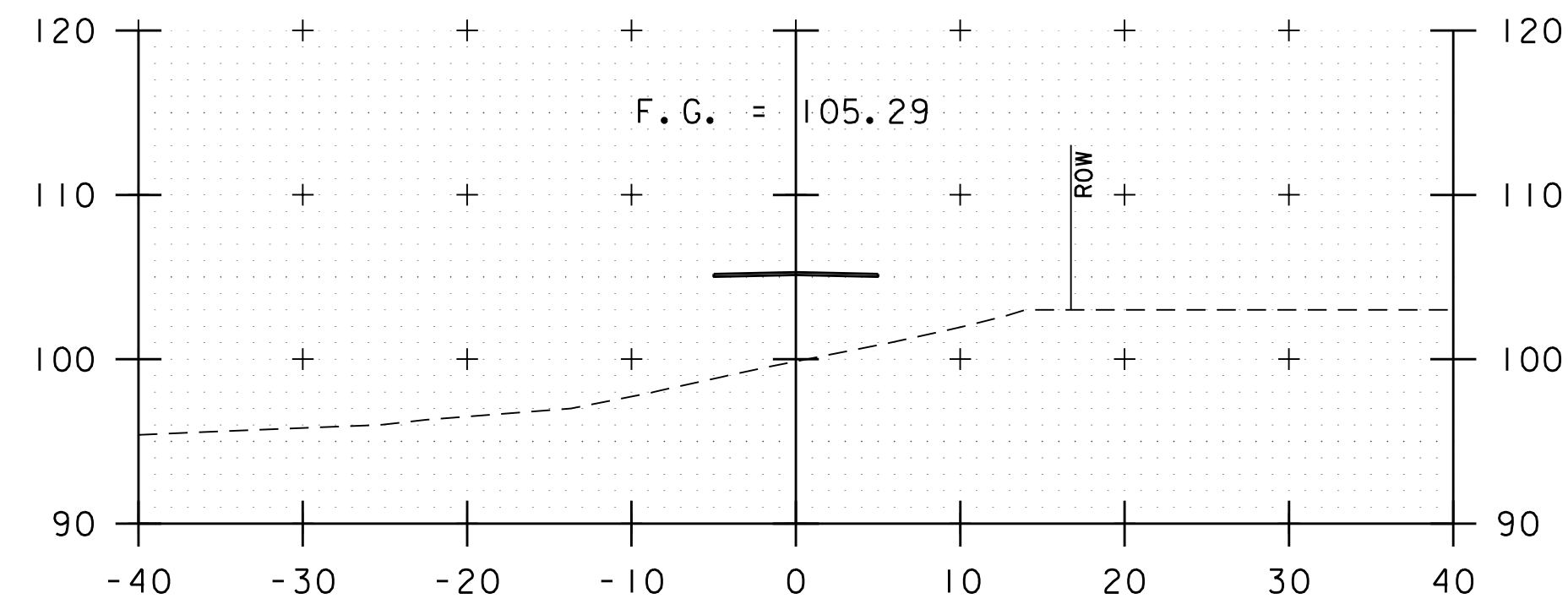
407+50



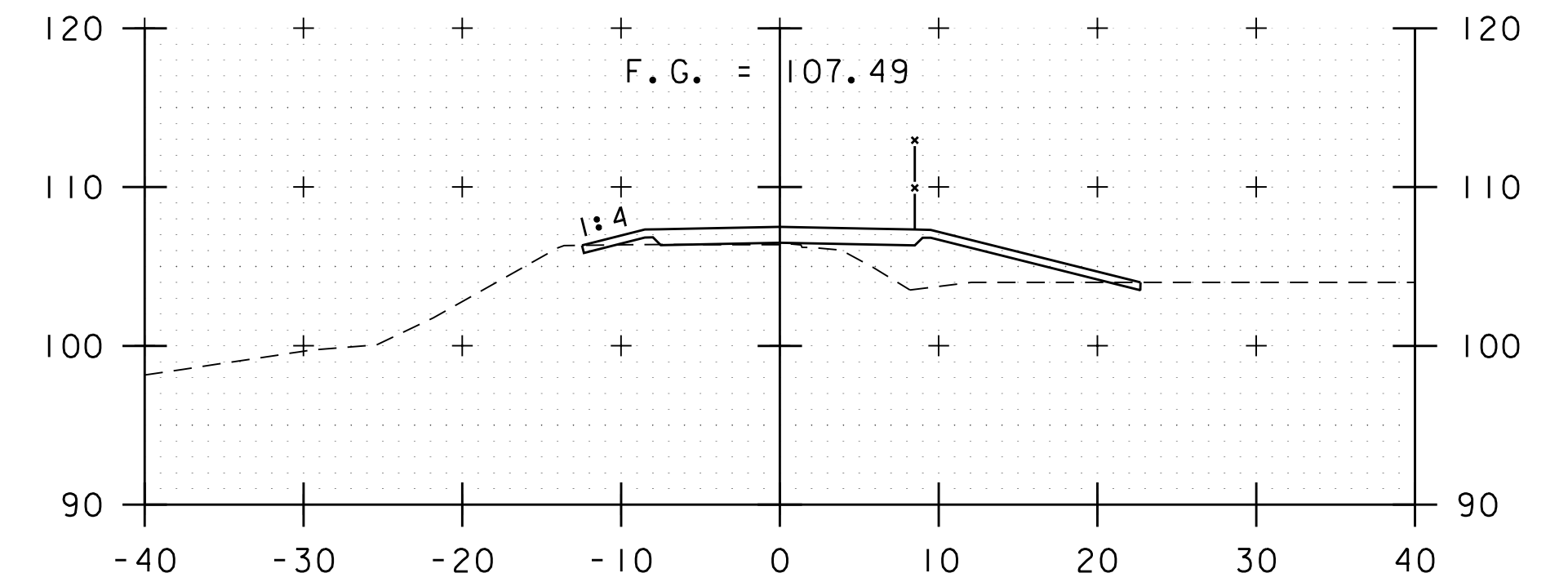
PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A	
PROJECT NUMBER: 58109.00	
FILE NAME: 58109xs.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P.DETRICK	DRAWN BY: B.M.ROBERTS
DESIGNED BY: B.M.ROBERTS	CHECKED BY: E.P.DETRICK
SECTION 4 CROSS SECTIONS (2 OF 6)	SHEET 67 OF 72



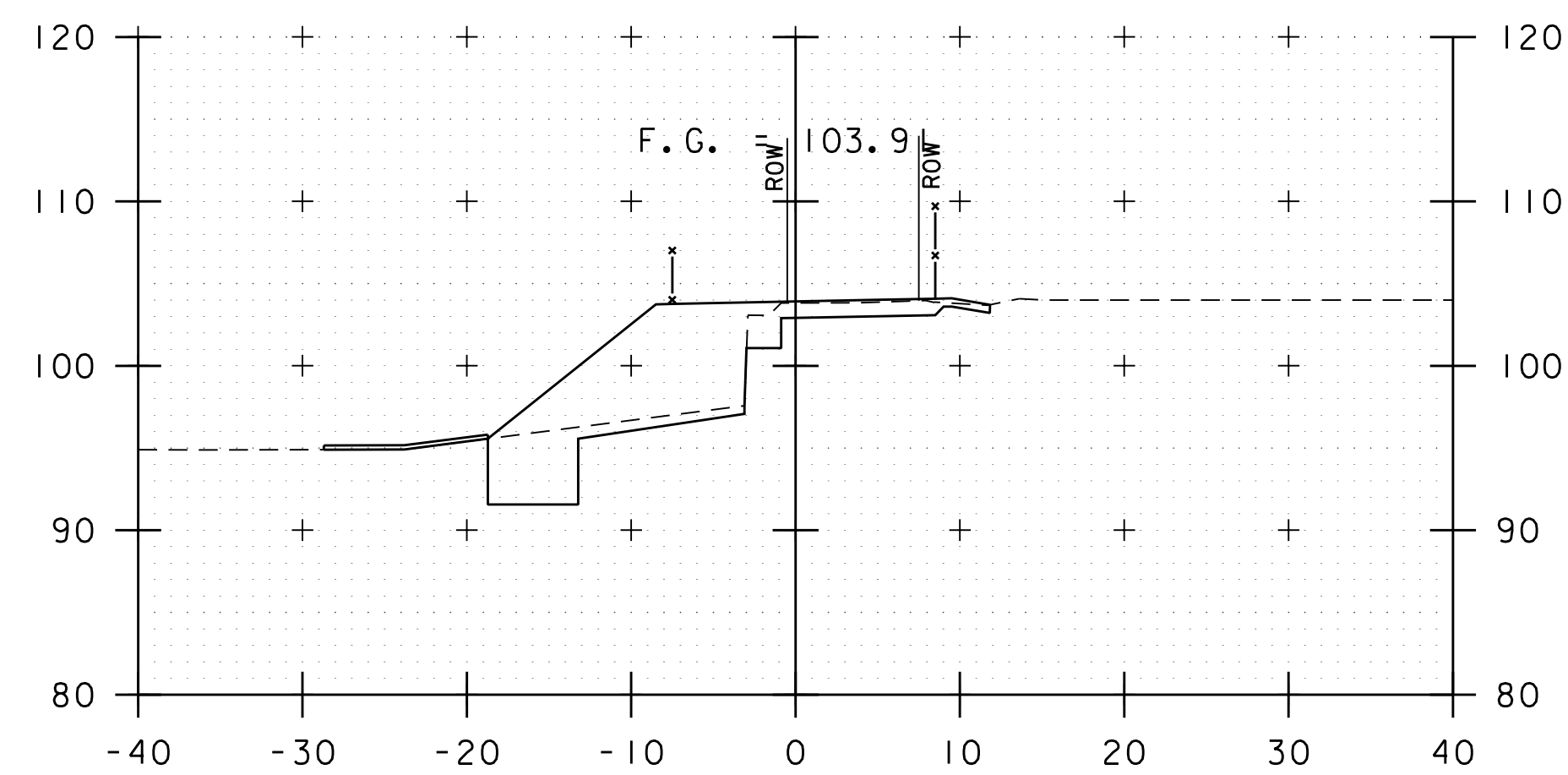
410+00



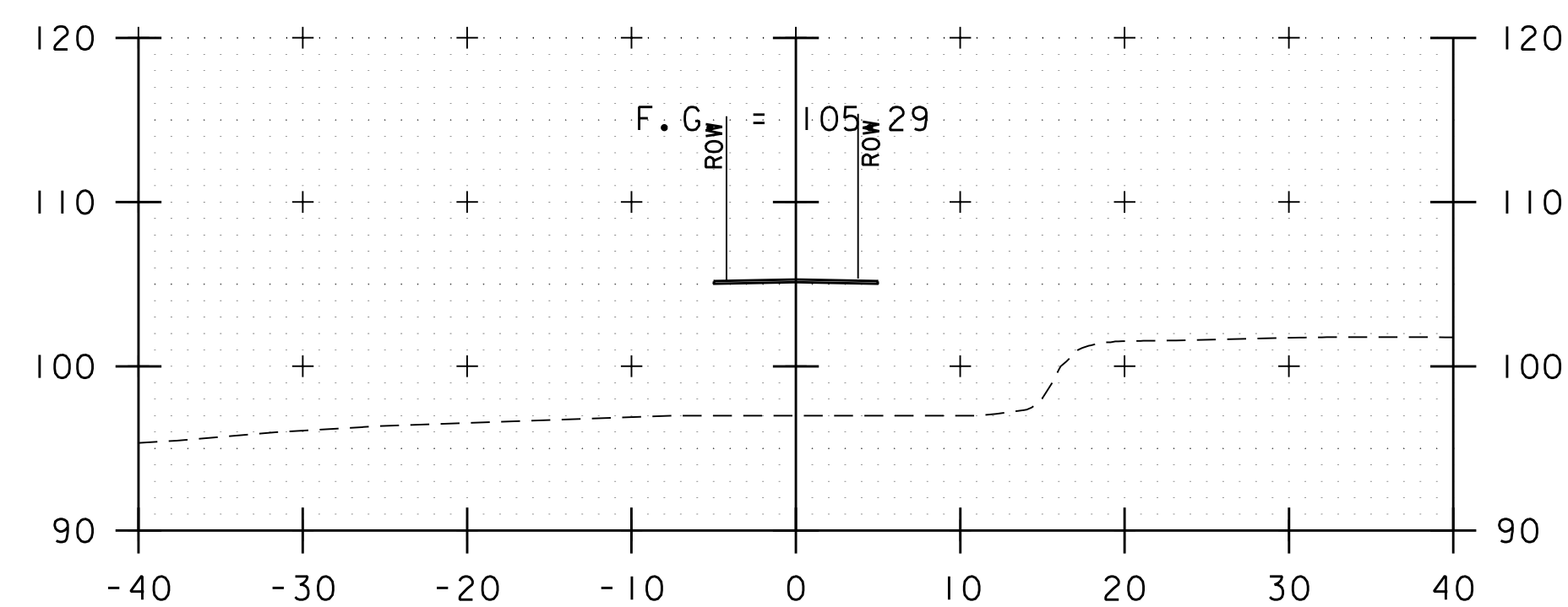
411+50



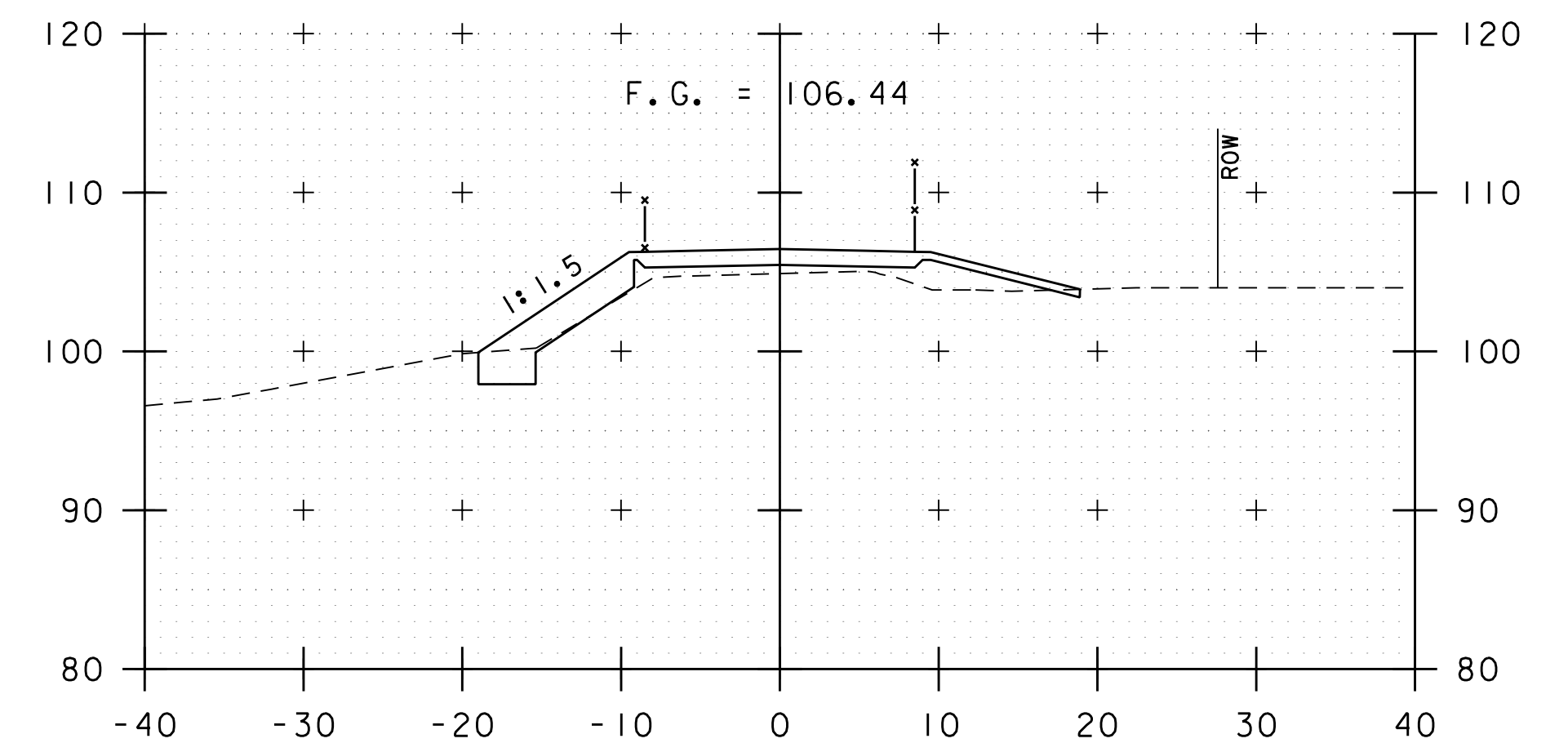
413+00



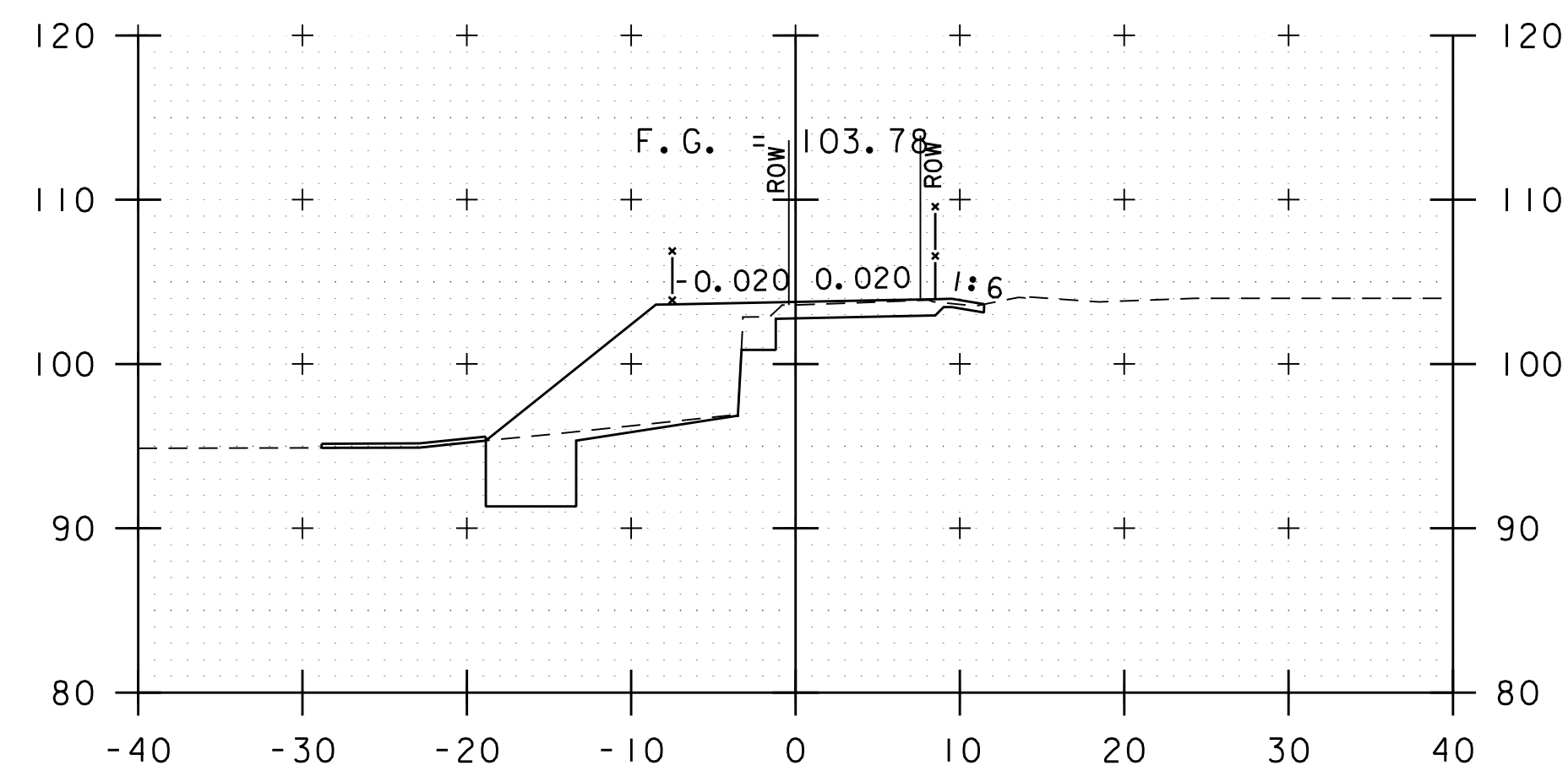
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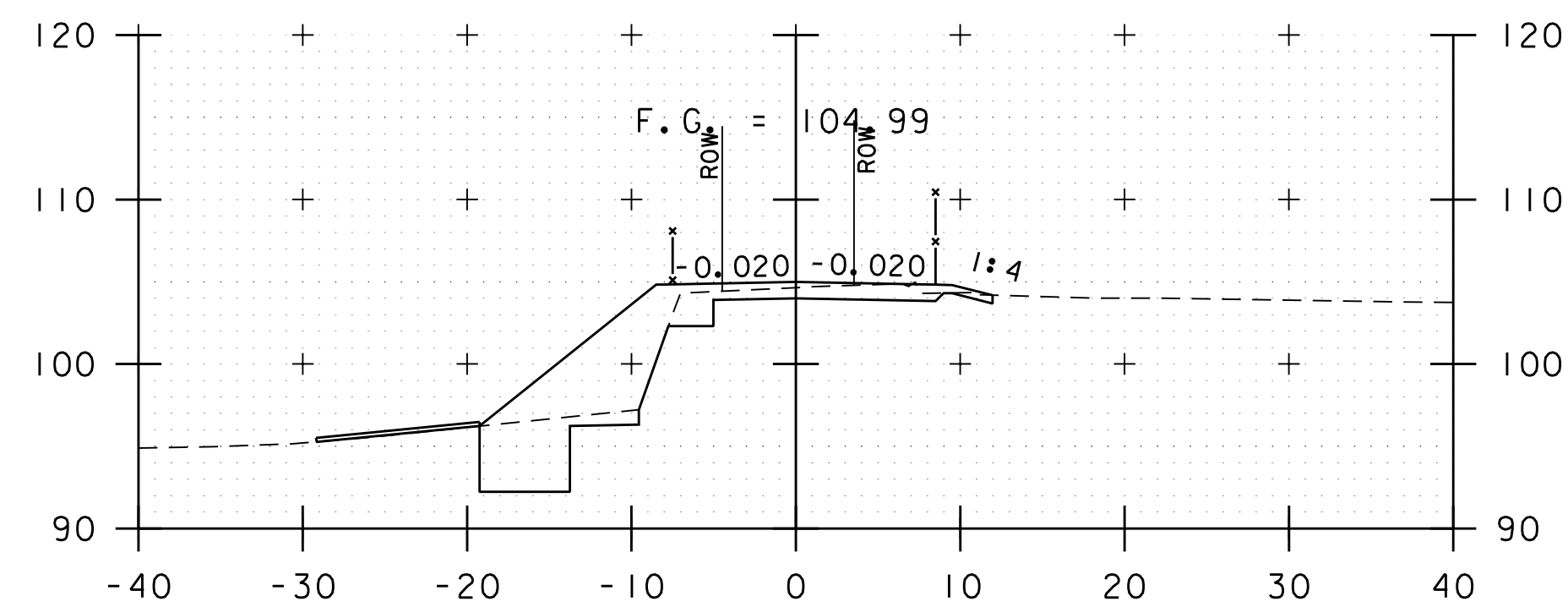
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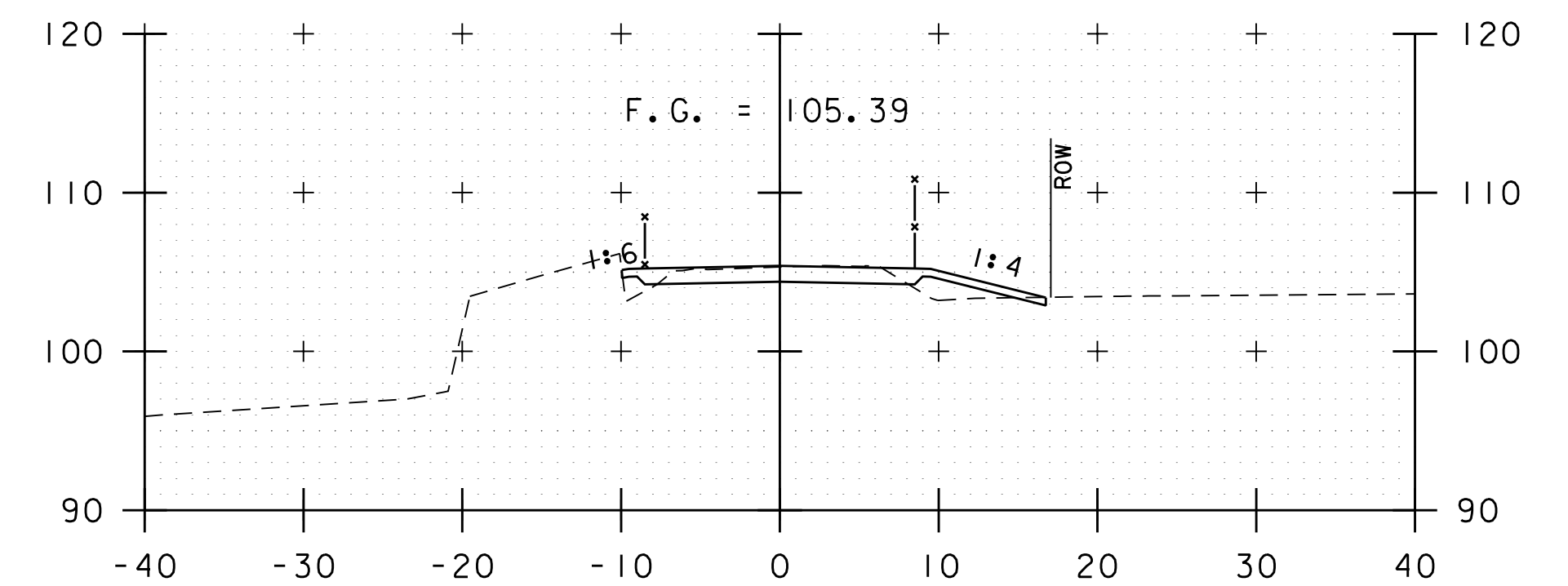
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409+00



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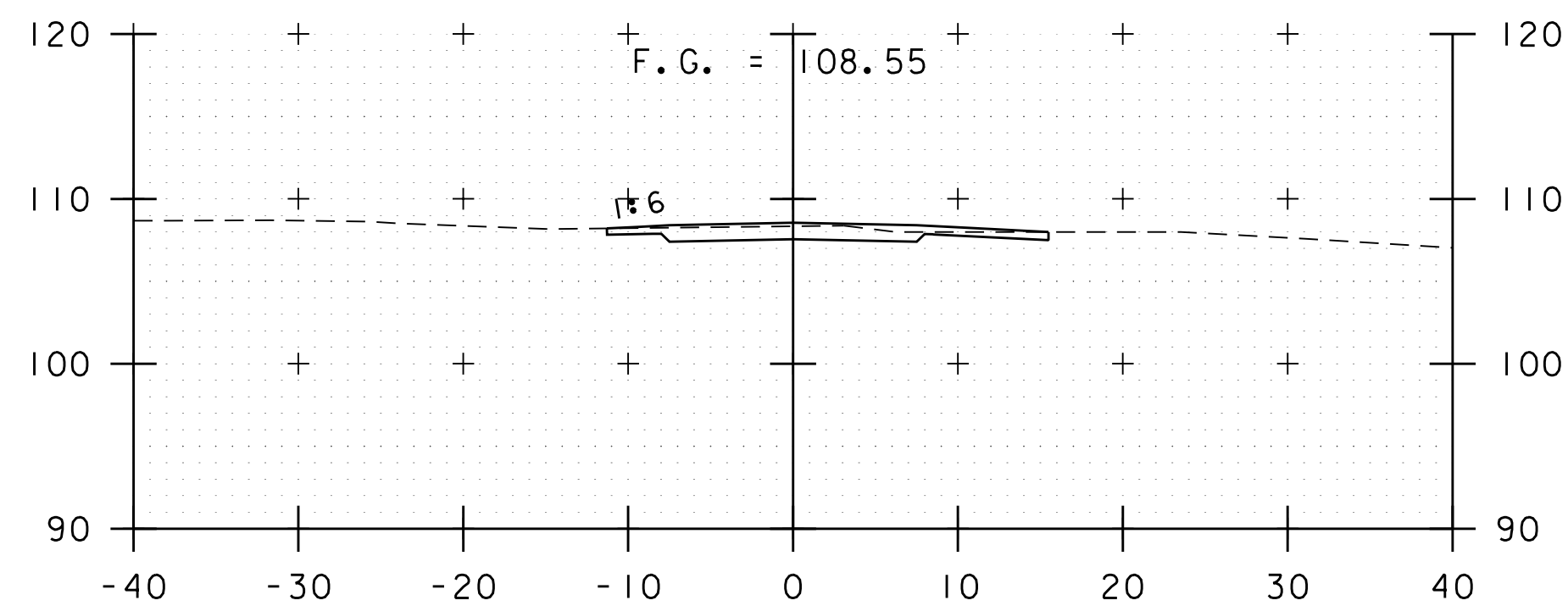
412+00

PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A
PROJECT NUMBER: 58109.00

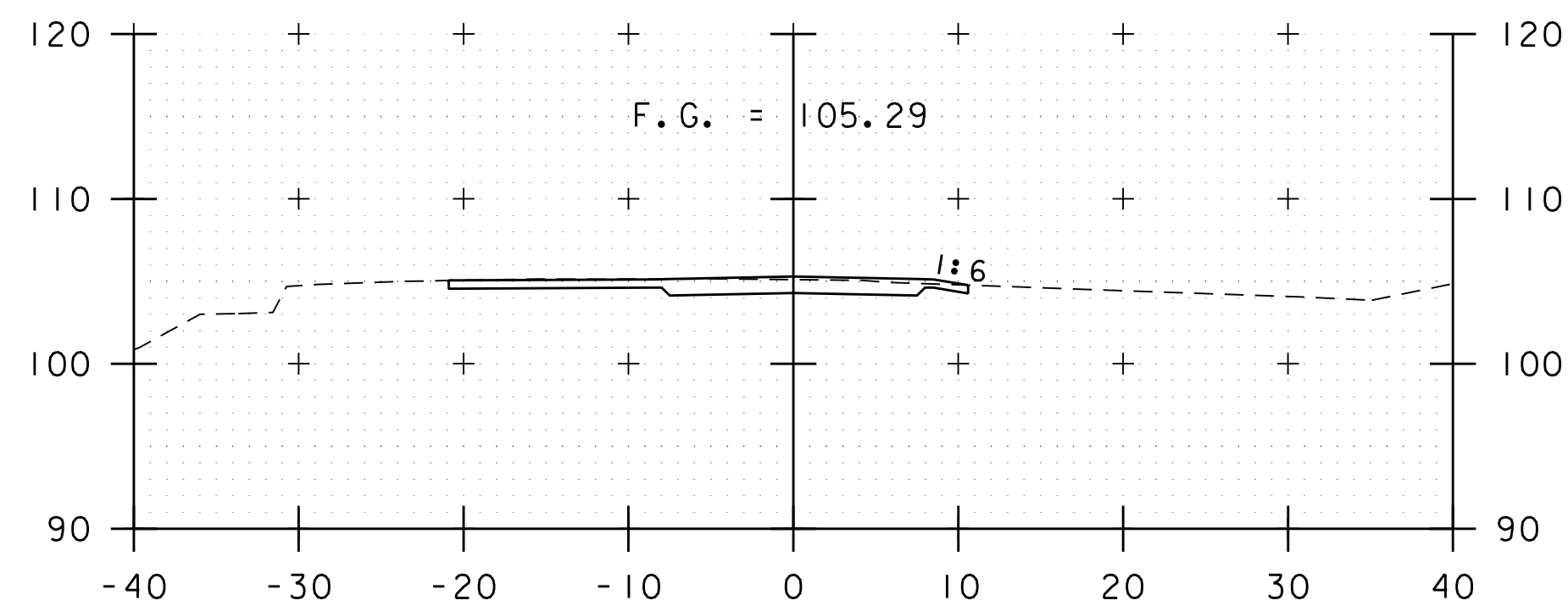
FILE NAME: 58109xs.dgn
PROJECT LEADER: E.P.DETRICK
DESIGNED BY: B.M.ROBERTS
SECTION 4 CROSS SECTIONS (3 OF 6)

PLOT DATE: 4/23/2019
DRAWN BY: B.M.ROBERTS
CHECKED BY: E.P.DETRICK
SHEET 68 OF 72

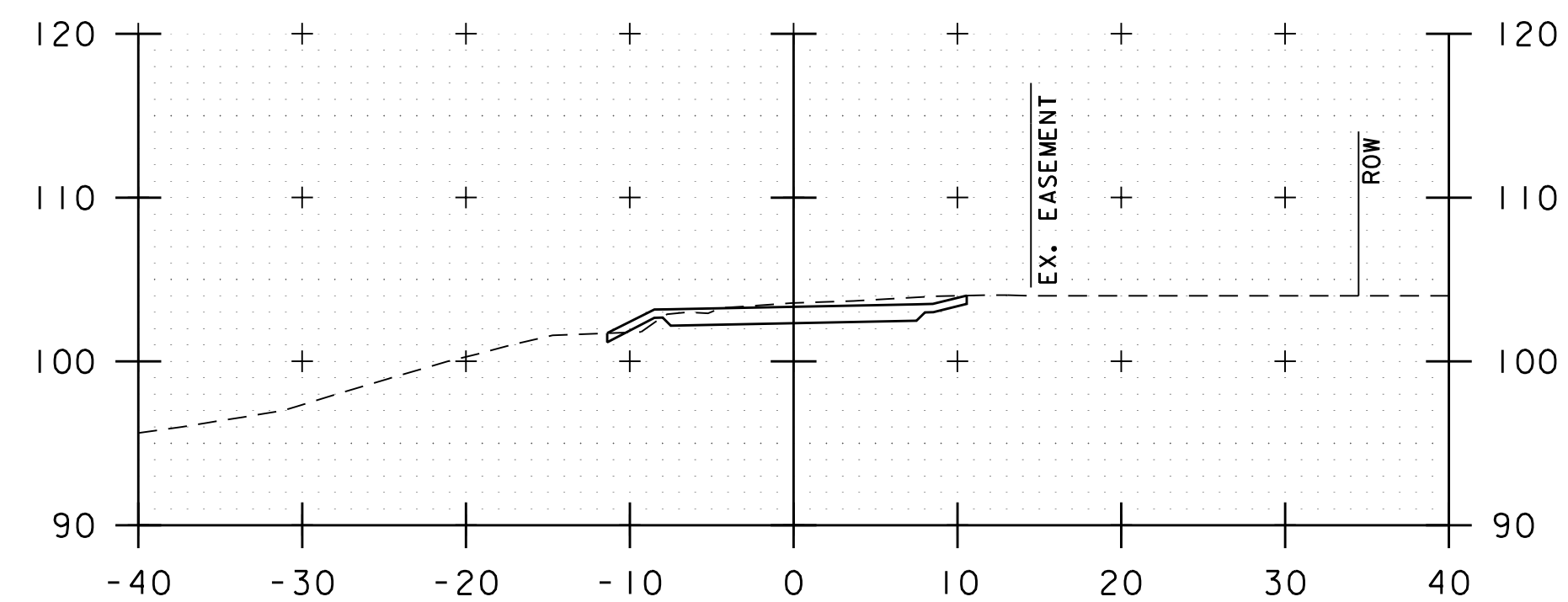




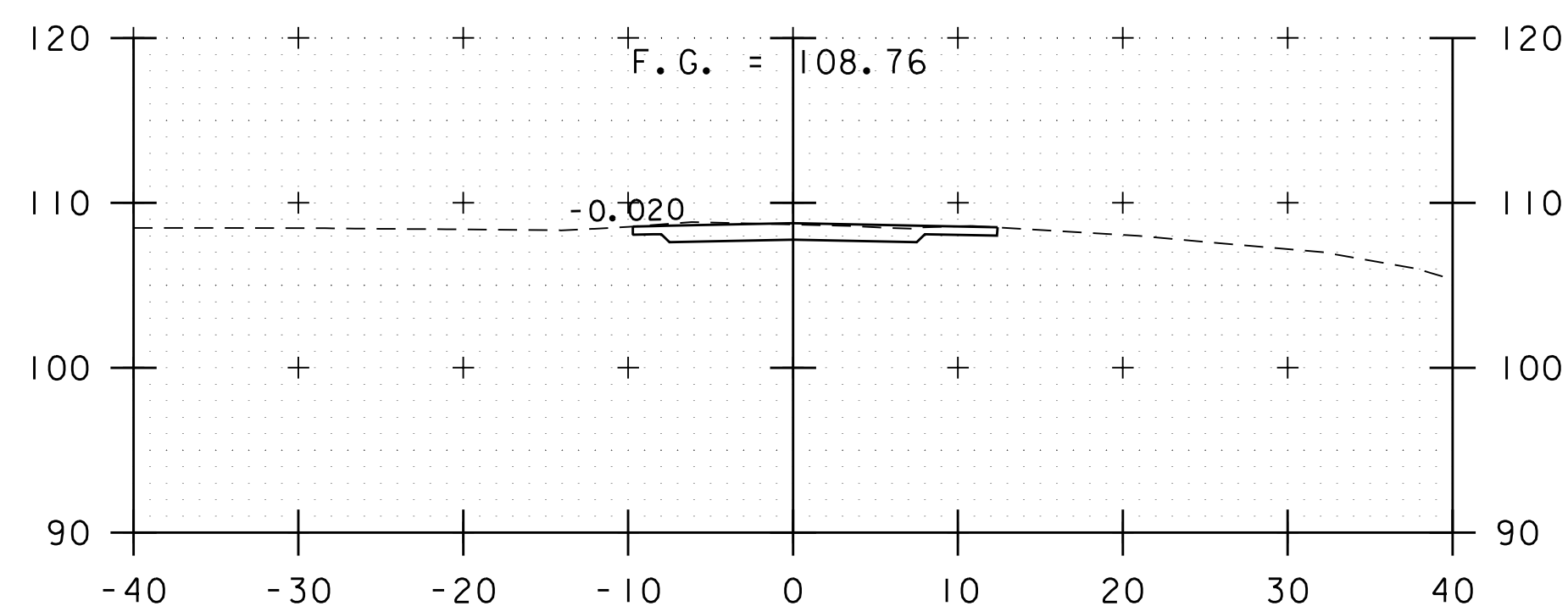
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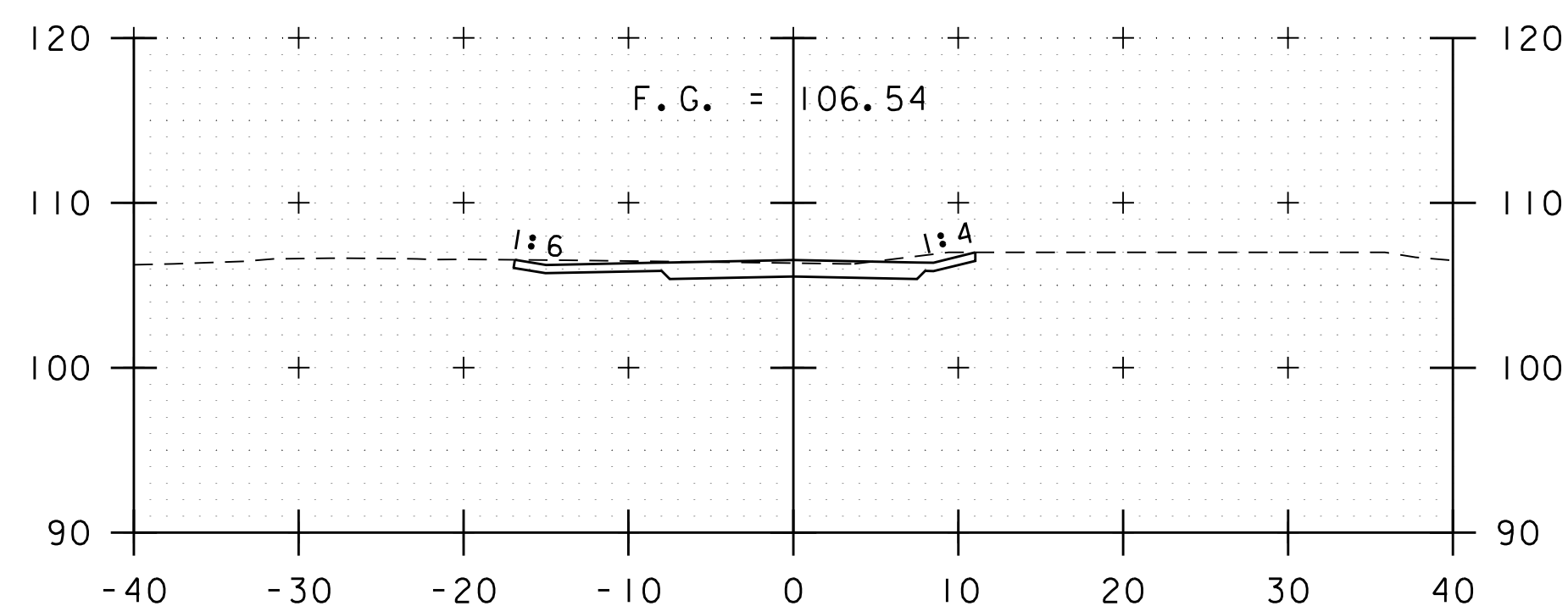
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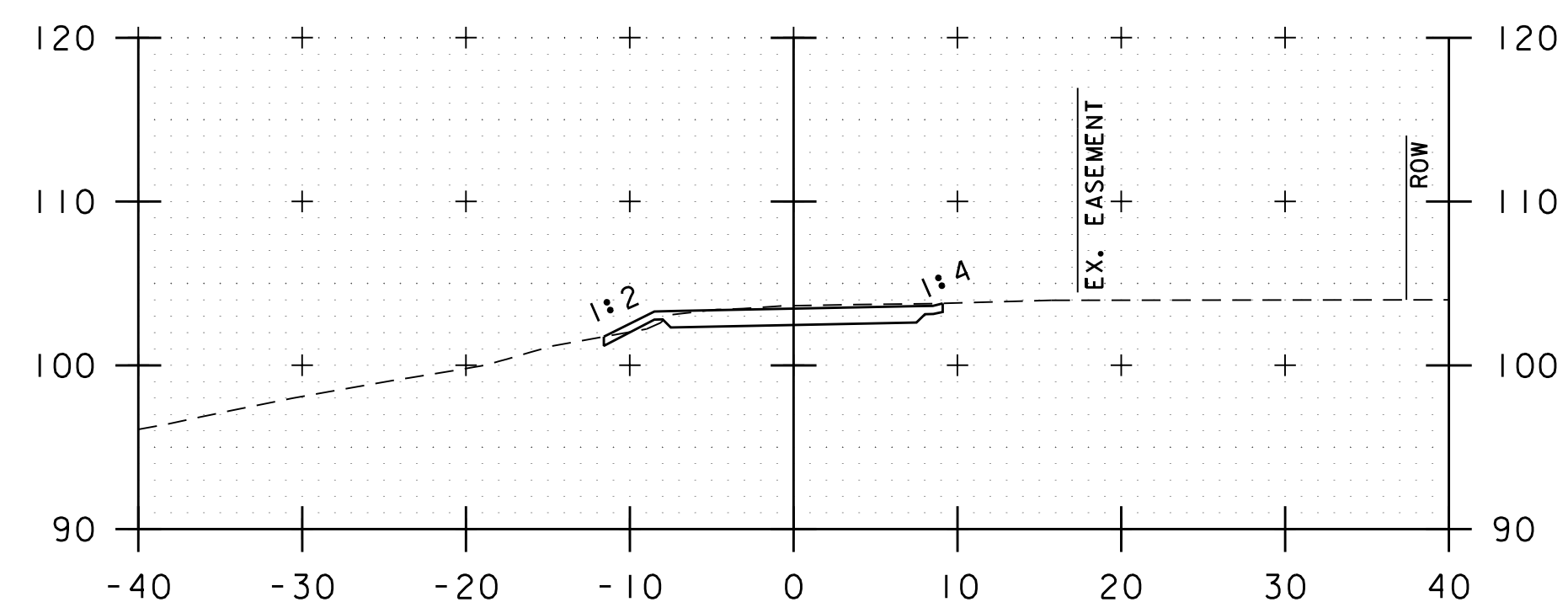
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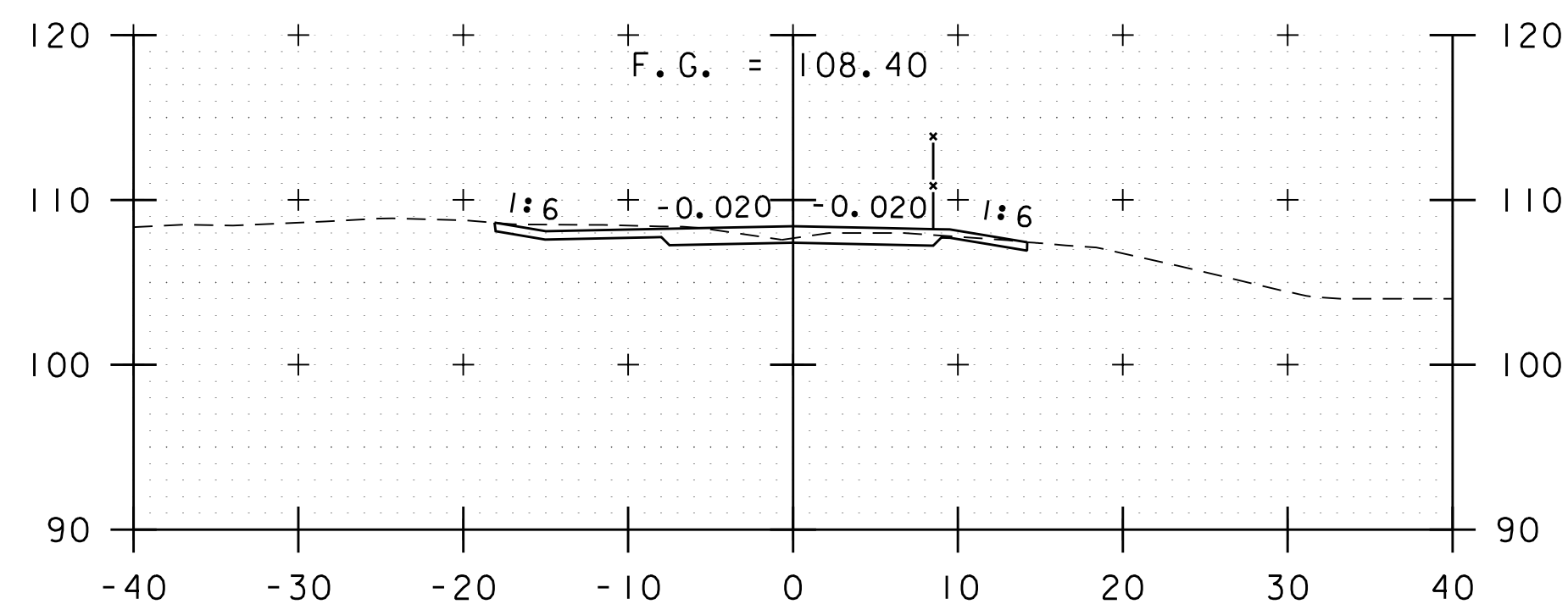
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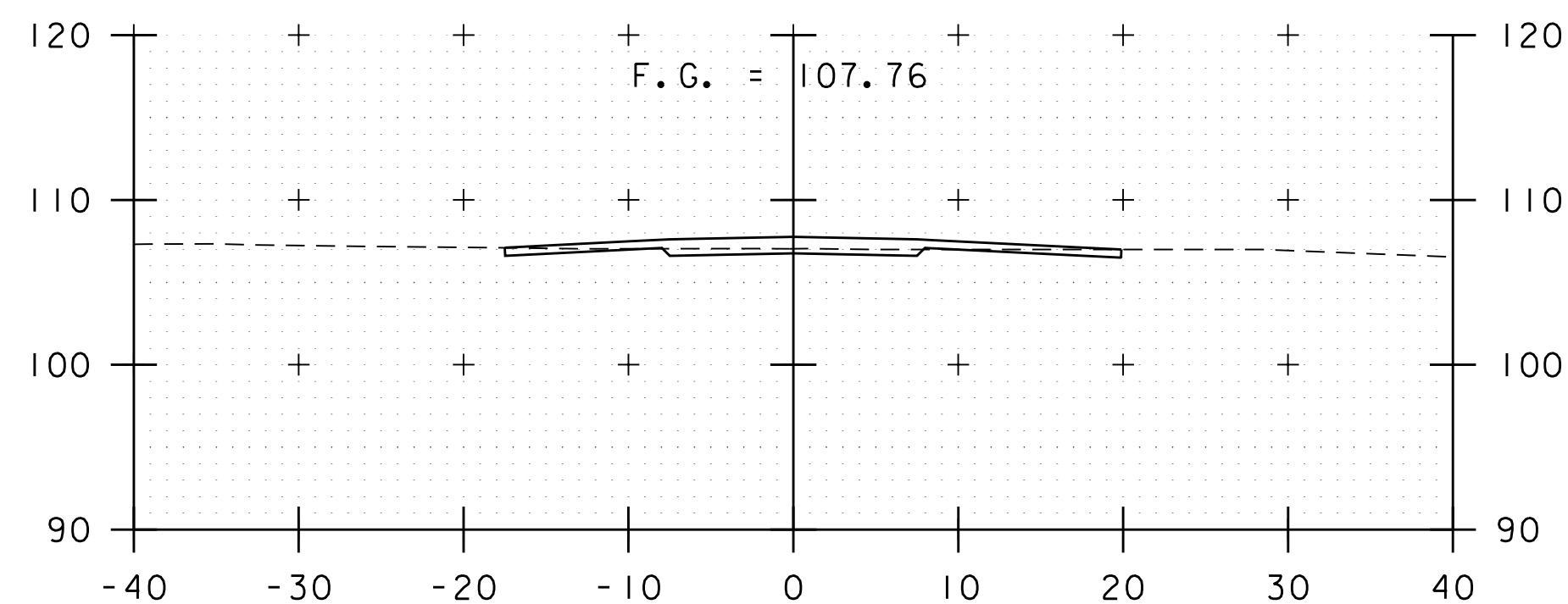
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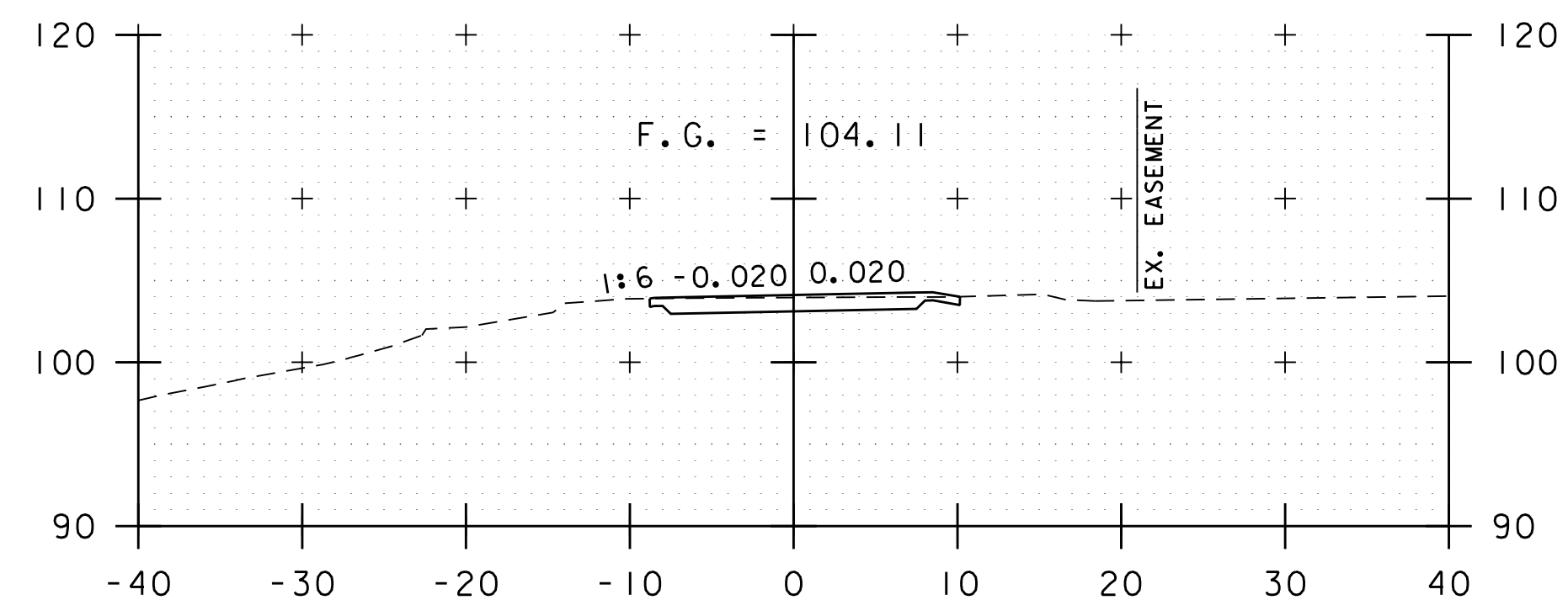
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413+50



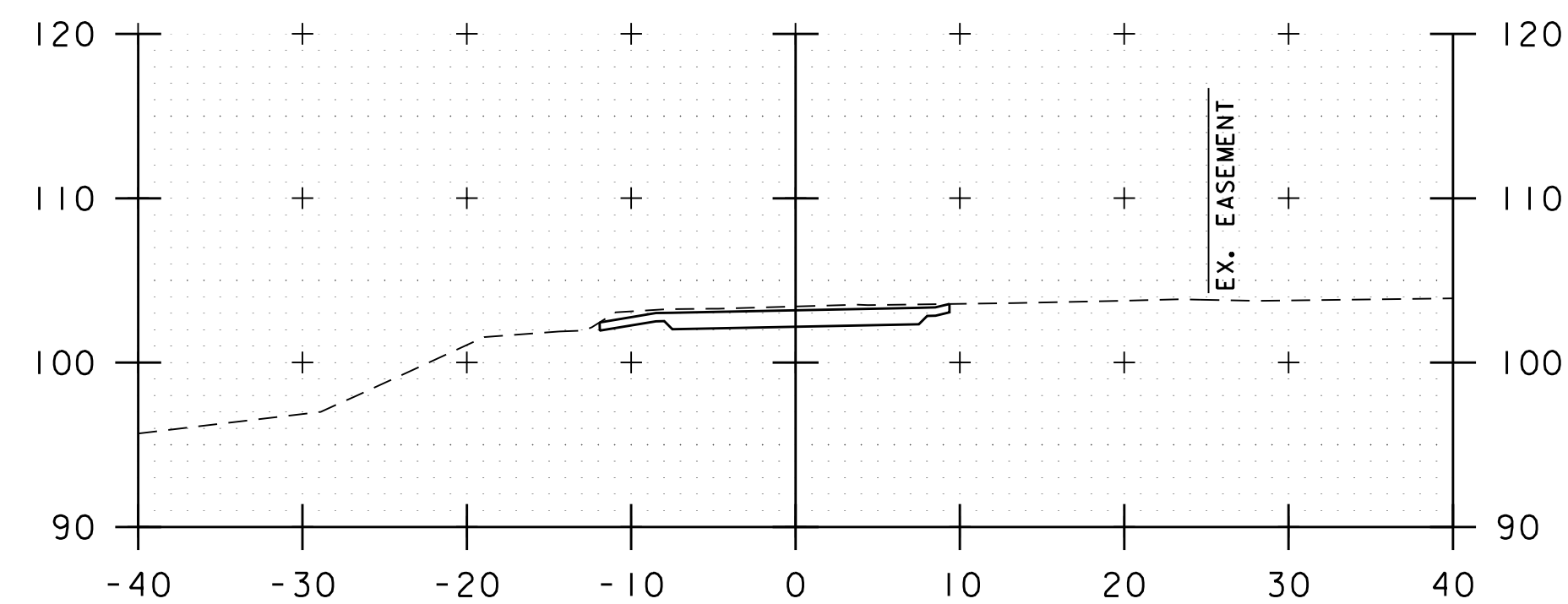
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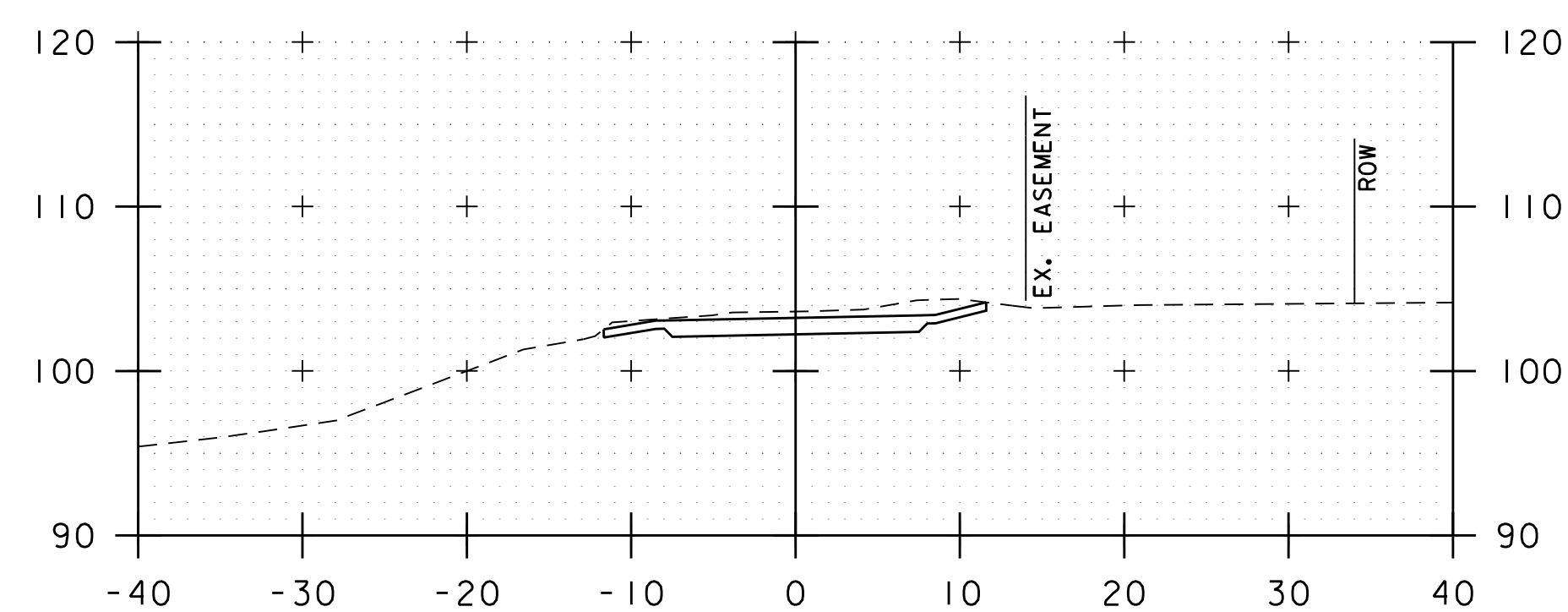
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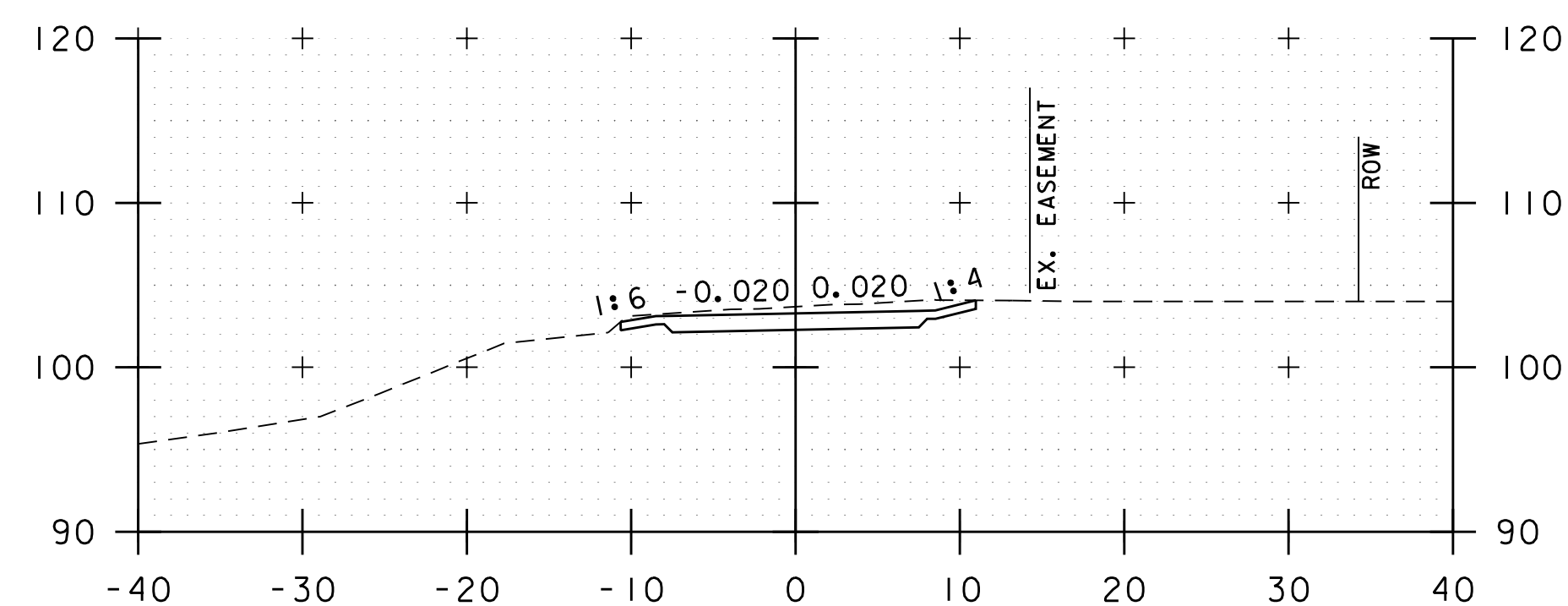
PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A	
PROJECT NUMBER: 58109.00	
FILE NAME: 58109xs.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P.DETRICK	DRAWN BY: B.M.ROBERTS
DESIGNED BY: B.M.ROBERTS	CHECKED BY: E.P.DETRICK
SECTION 4 CROSS SECTIONS (4 OF 6)	SHEET 69 OF 72



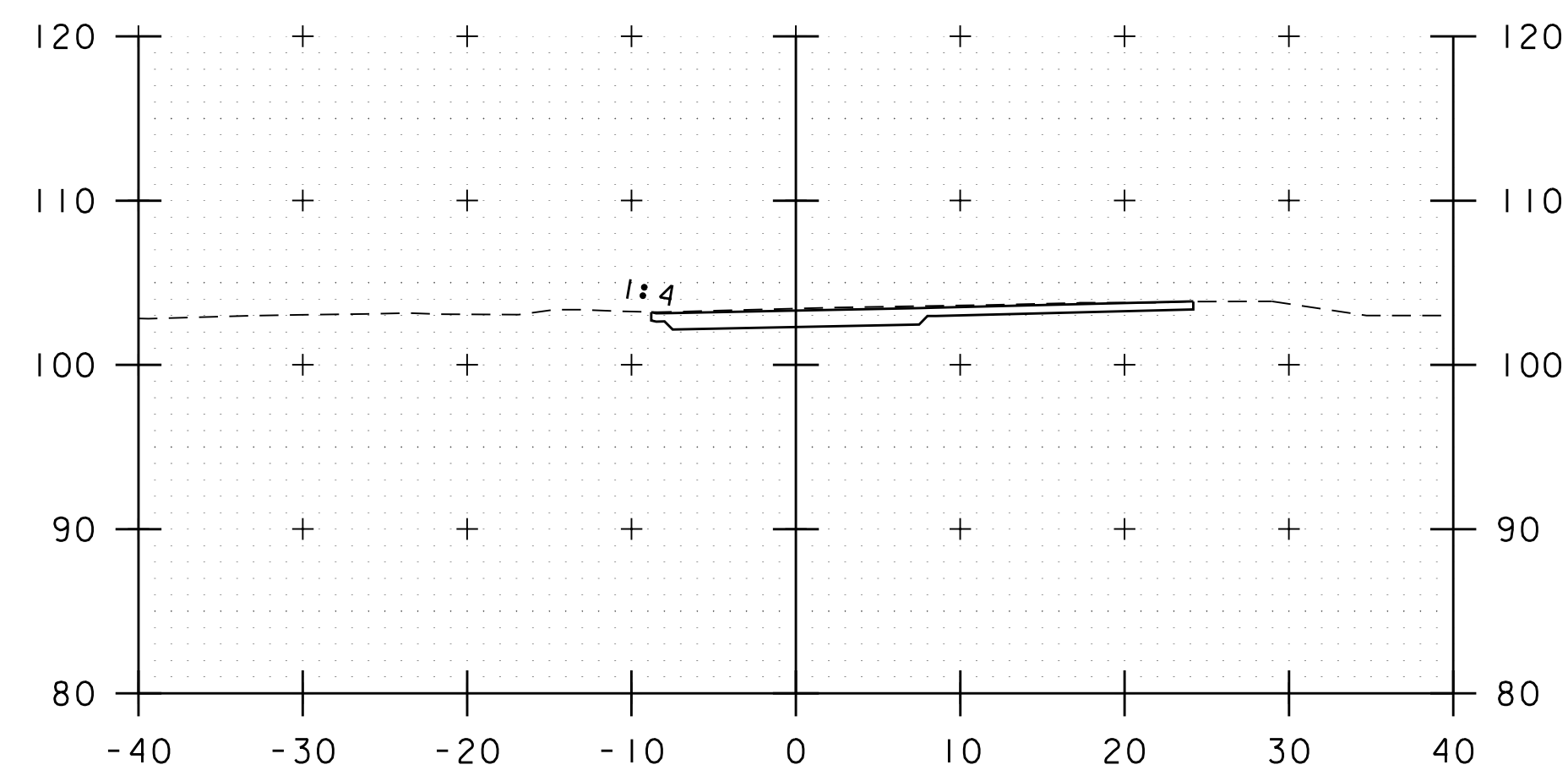
419+00



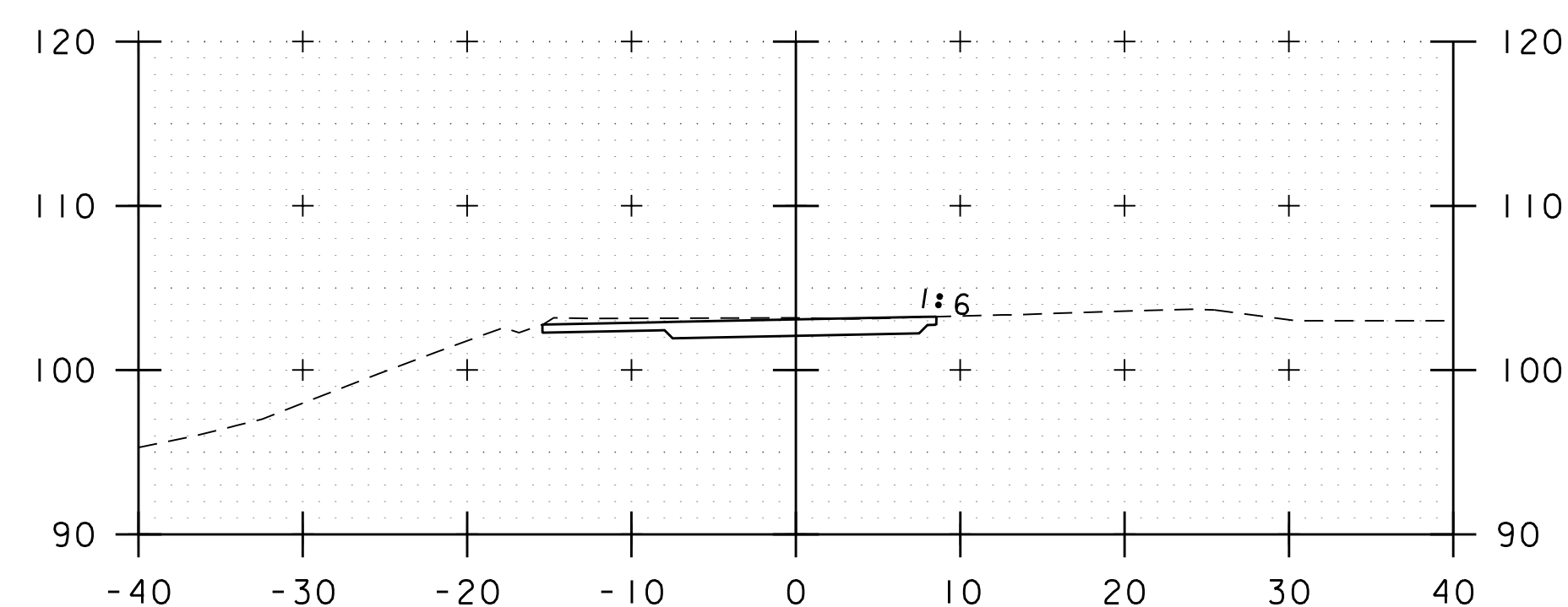
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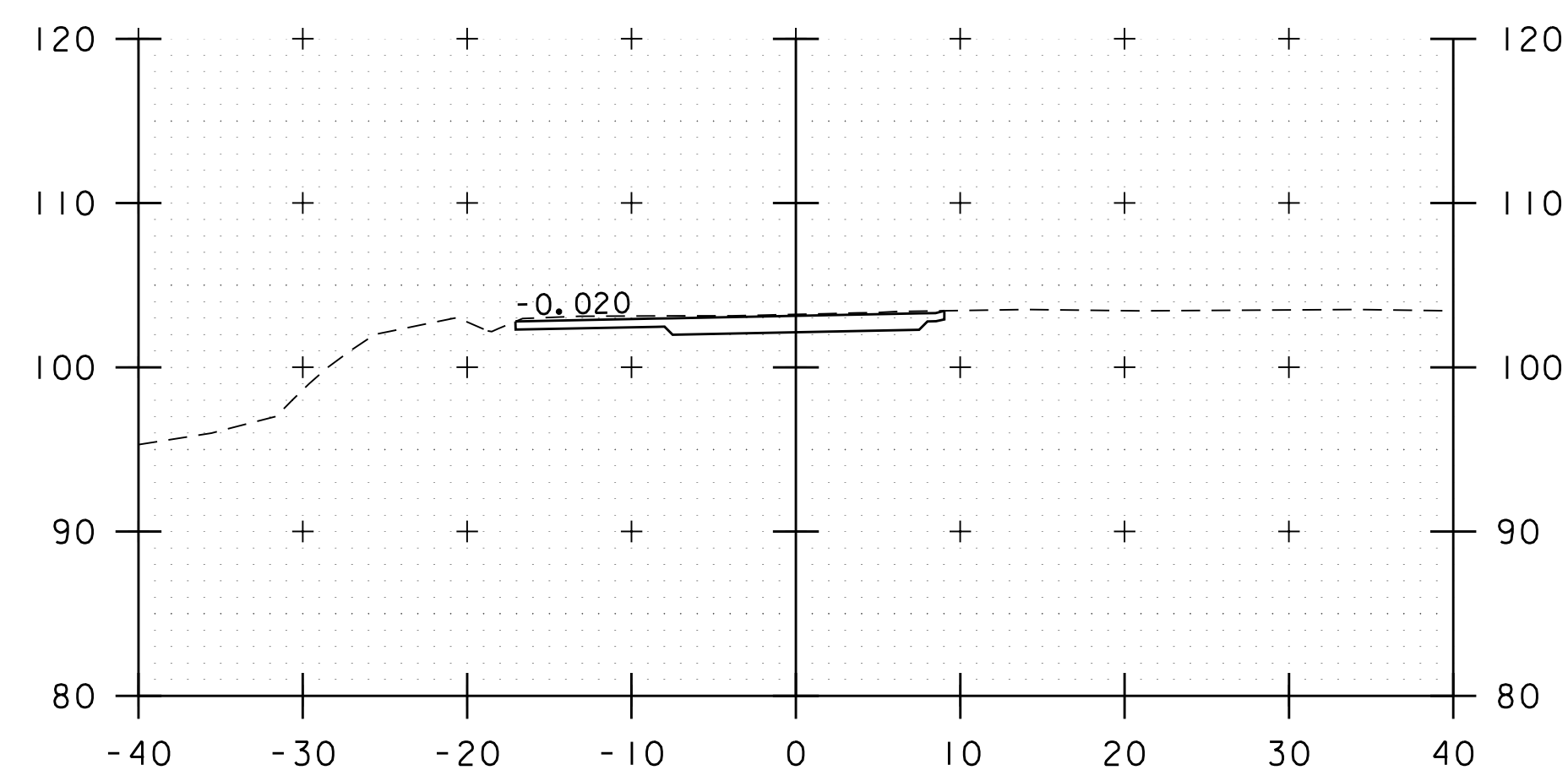
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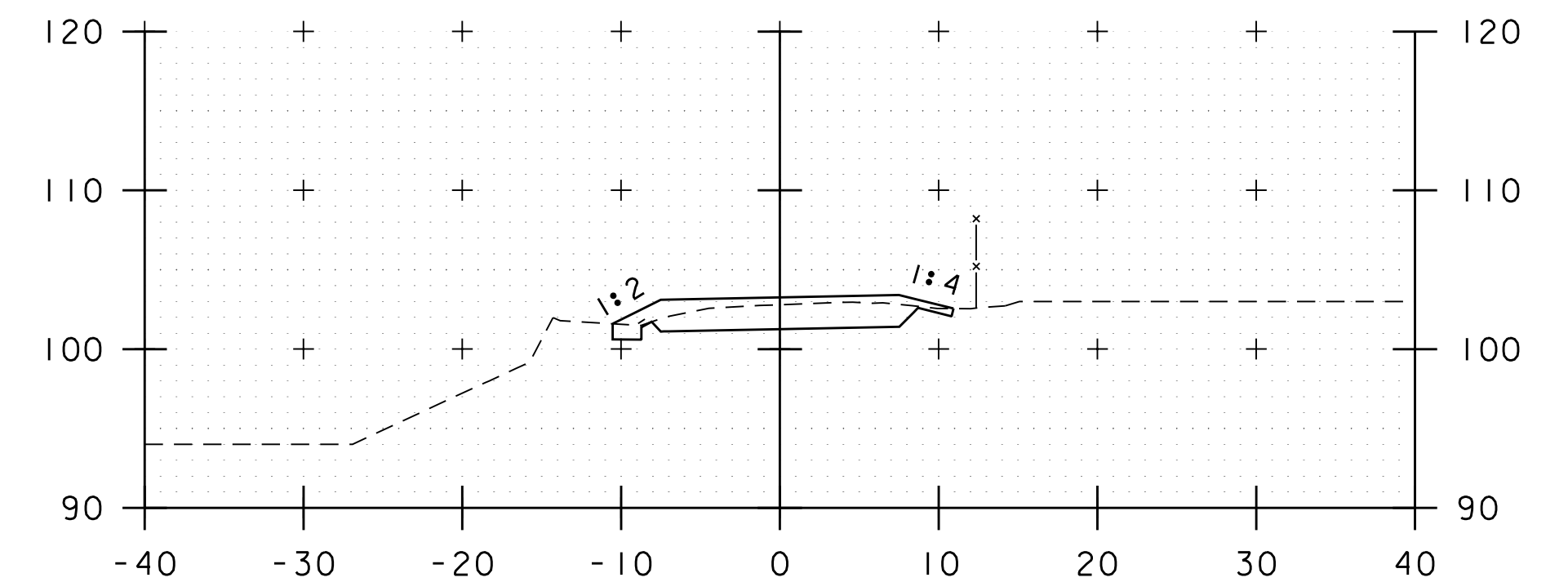
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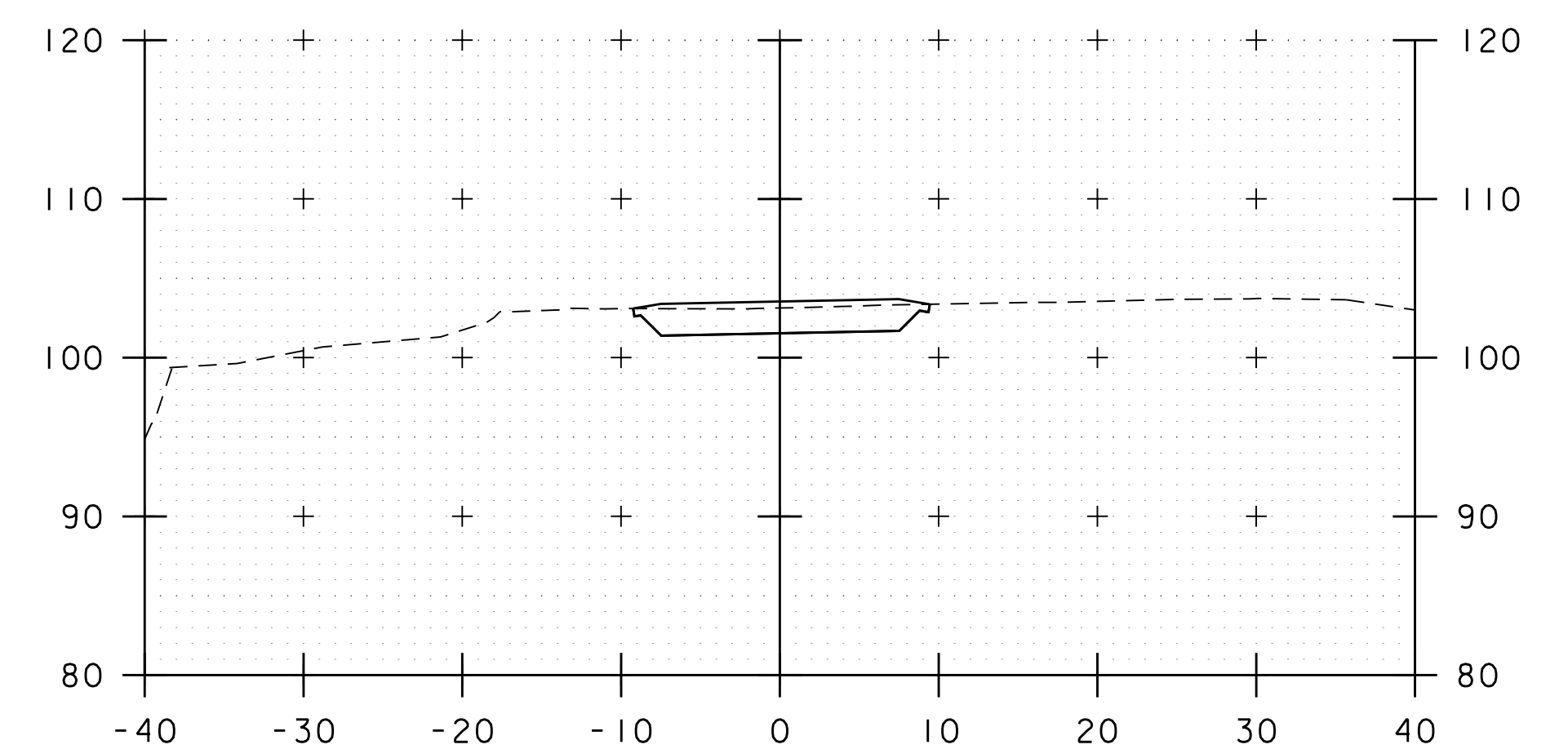
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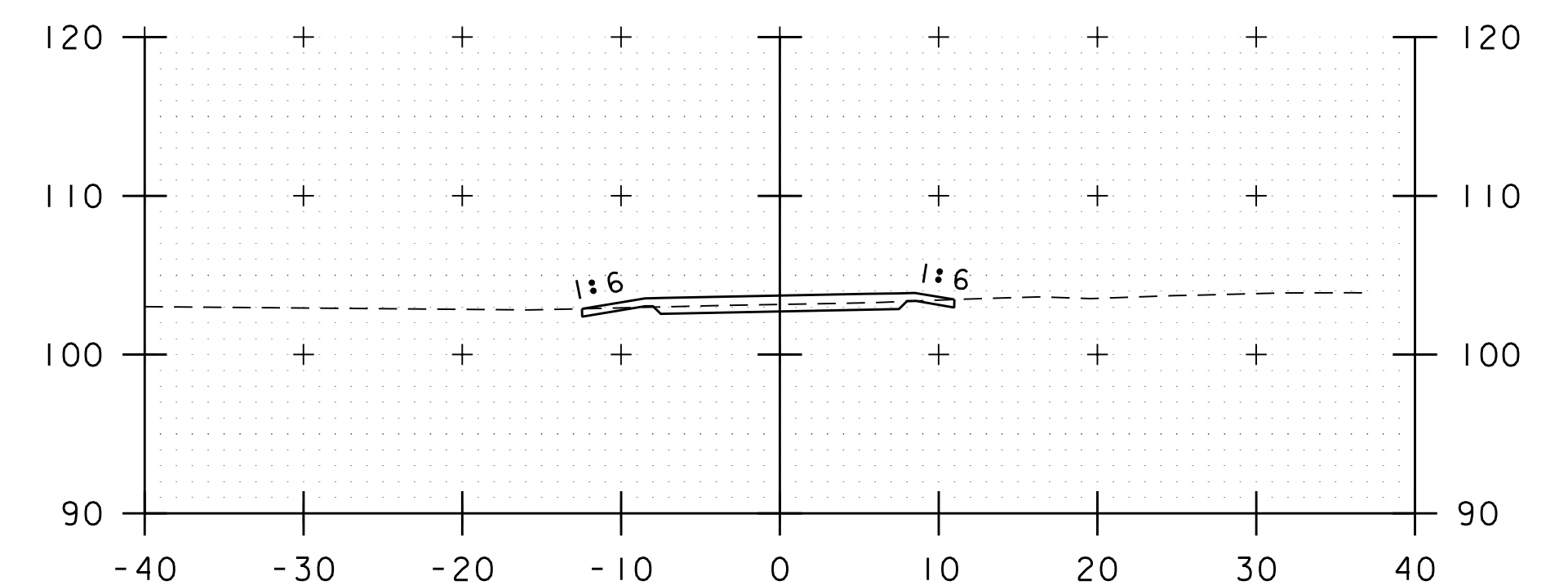
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422+00



421+50



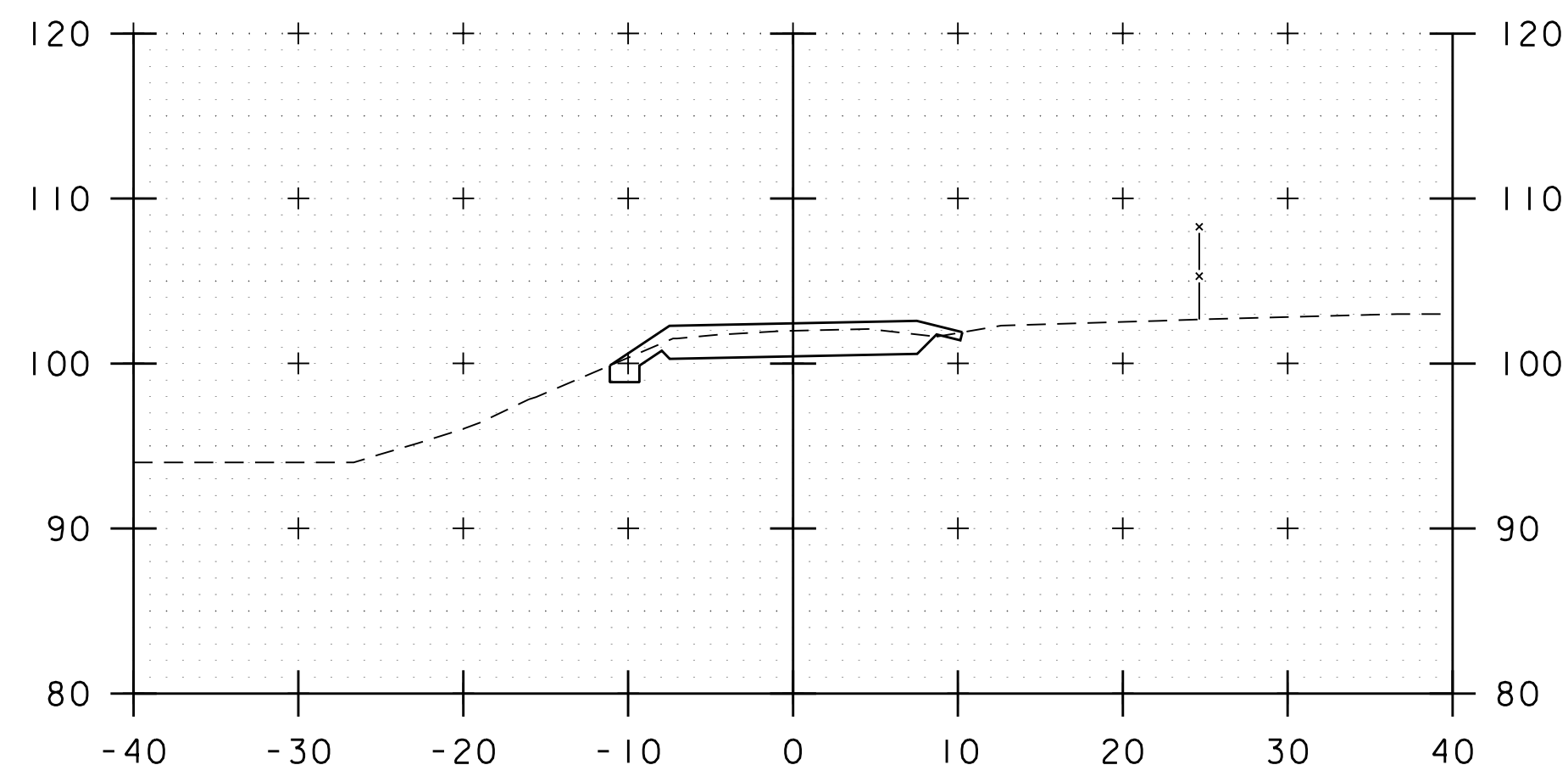
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PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A
PROJECT NUMBER: 58109.00

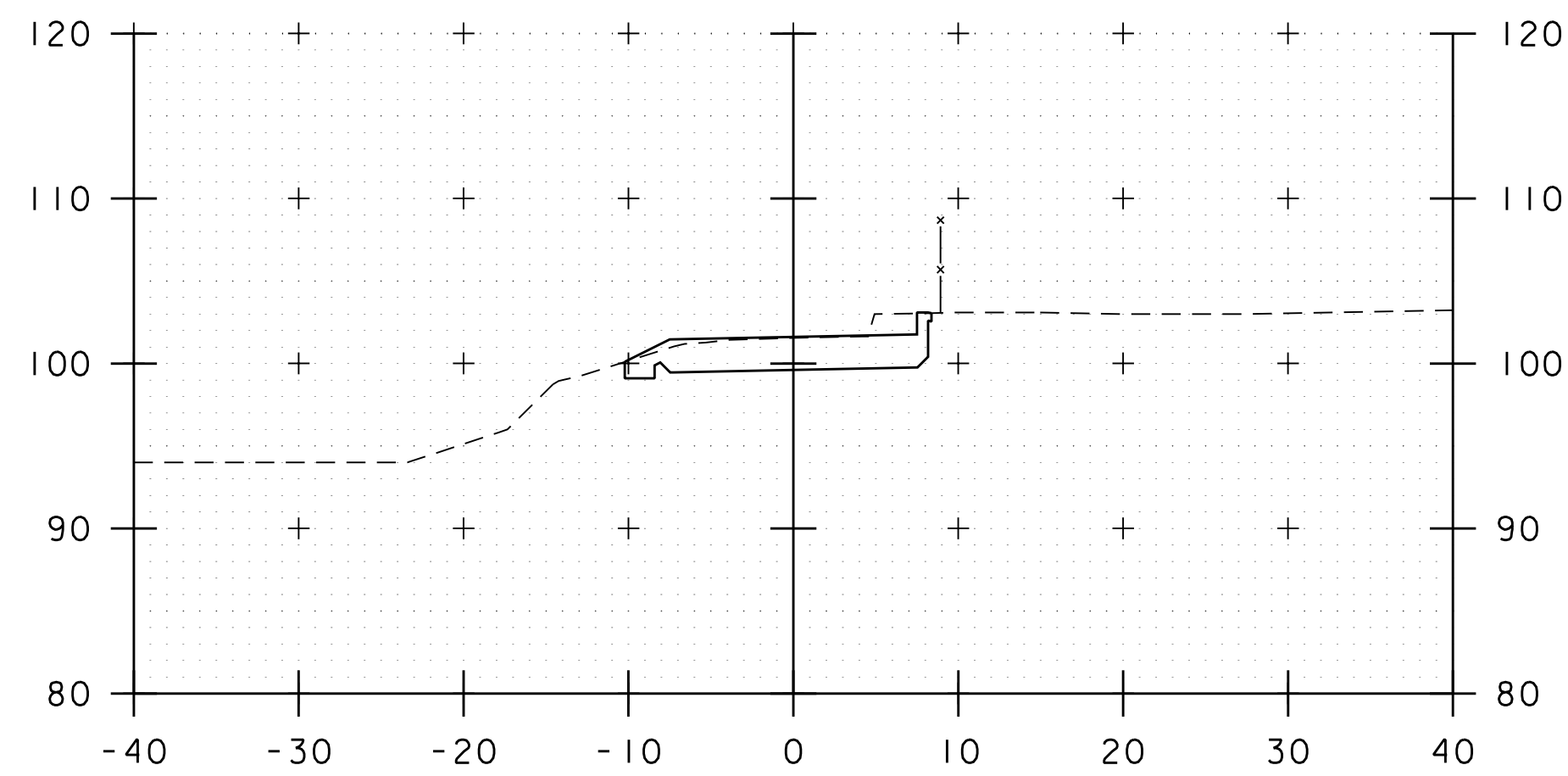
FILE NAME: 58109xs.dgn
PROJECT LEADER: E.P.DETRICK
DESIGNED BY: B.M.ROBERTS
SECTION 4 CROSS SECTIONS (5 OF 6)

PLOT DATE: 4/23/2019
DRAWN BY: B.M.ROBERTS
CHECKED BY: E.P.DETRICK
SHEET 70 OF 72

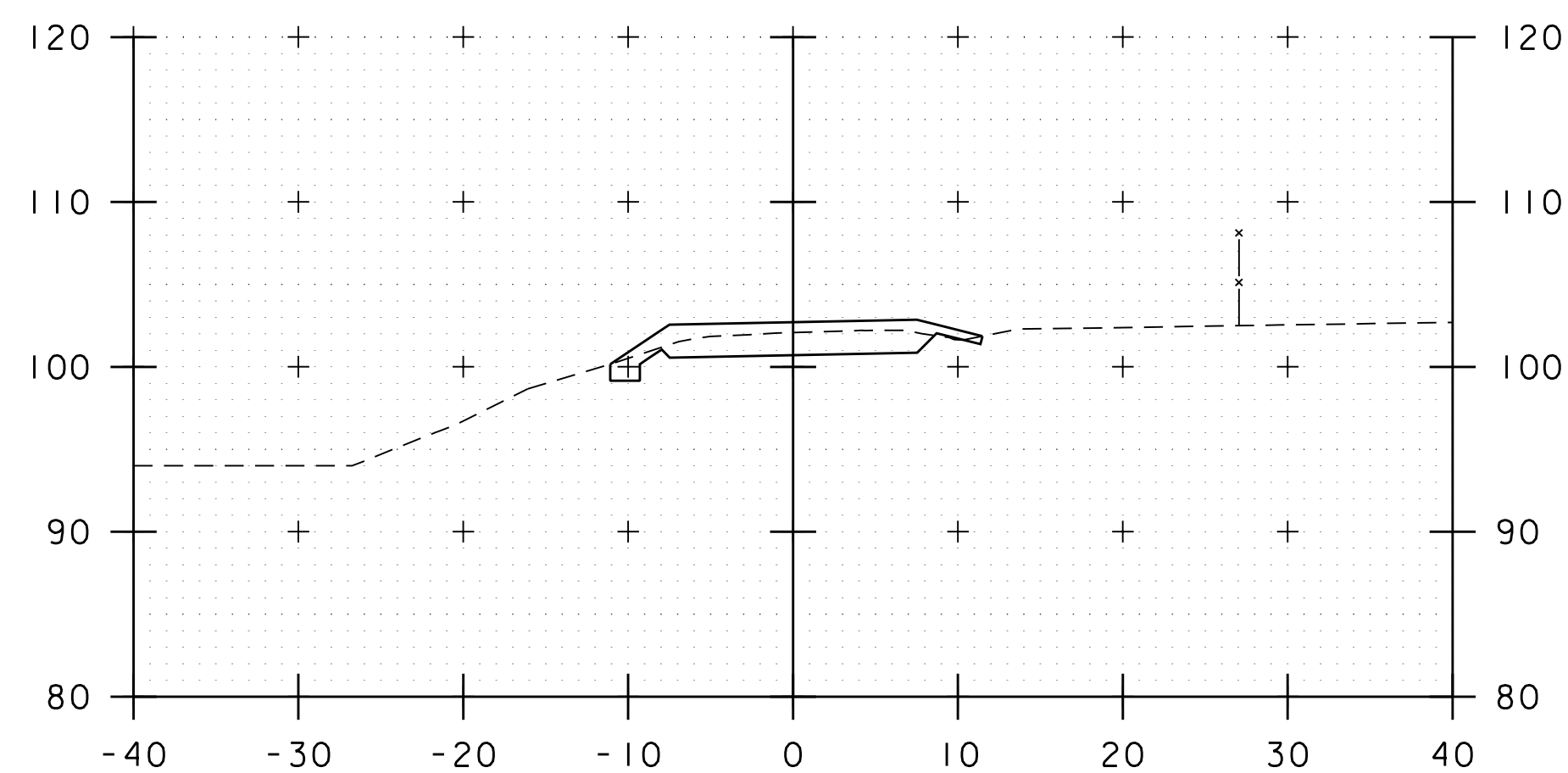




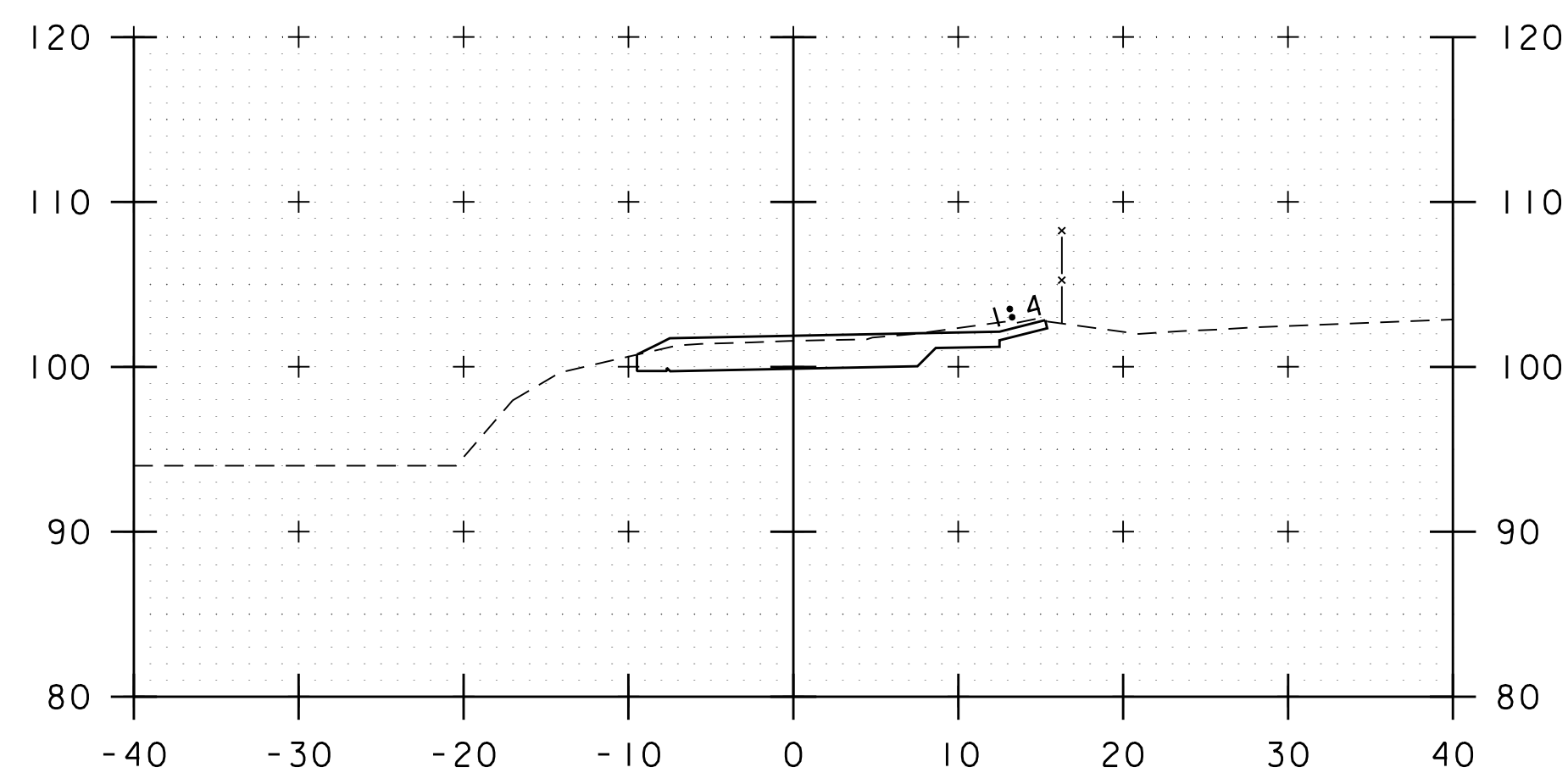
423+50



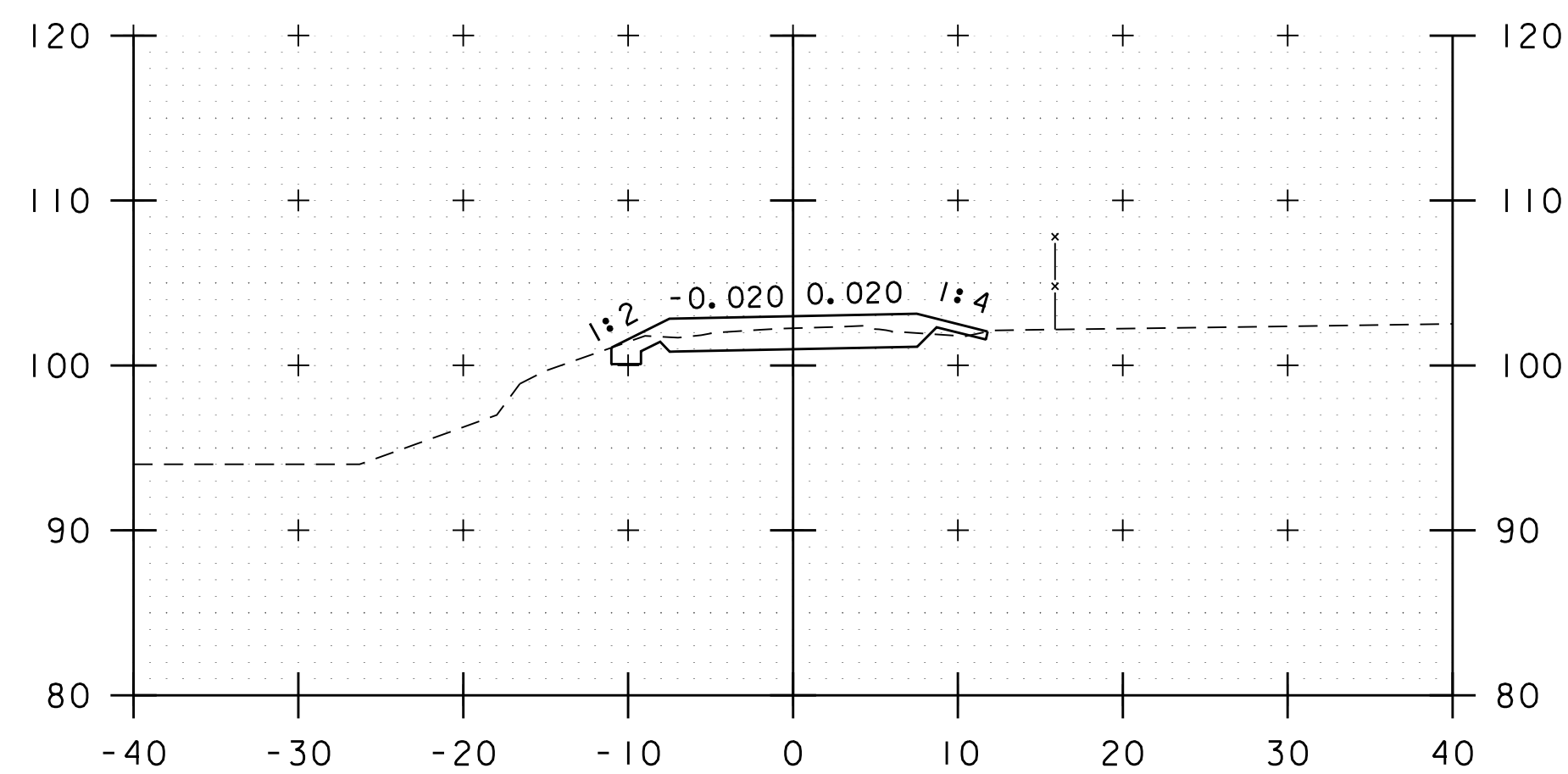
425+00



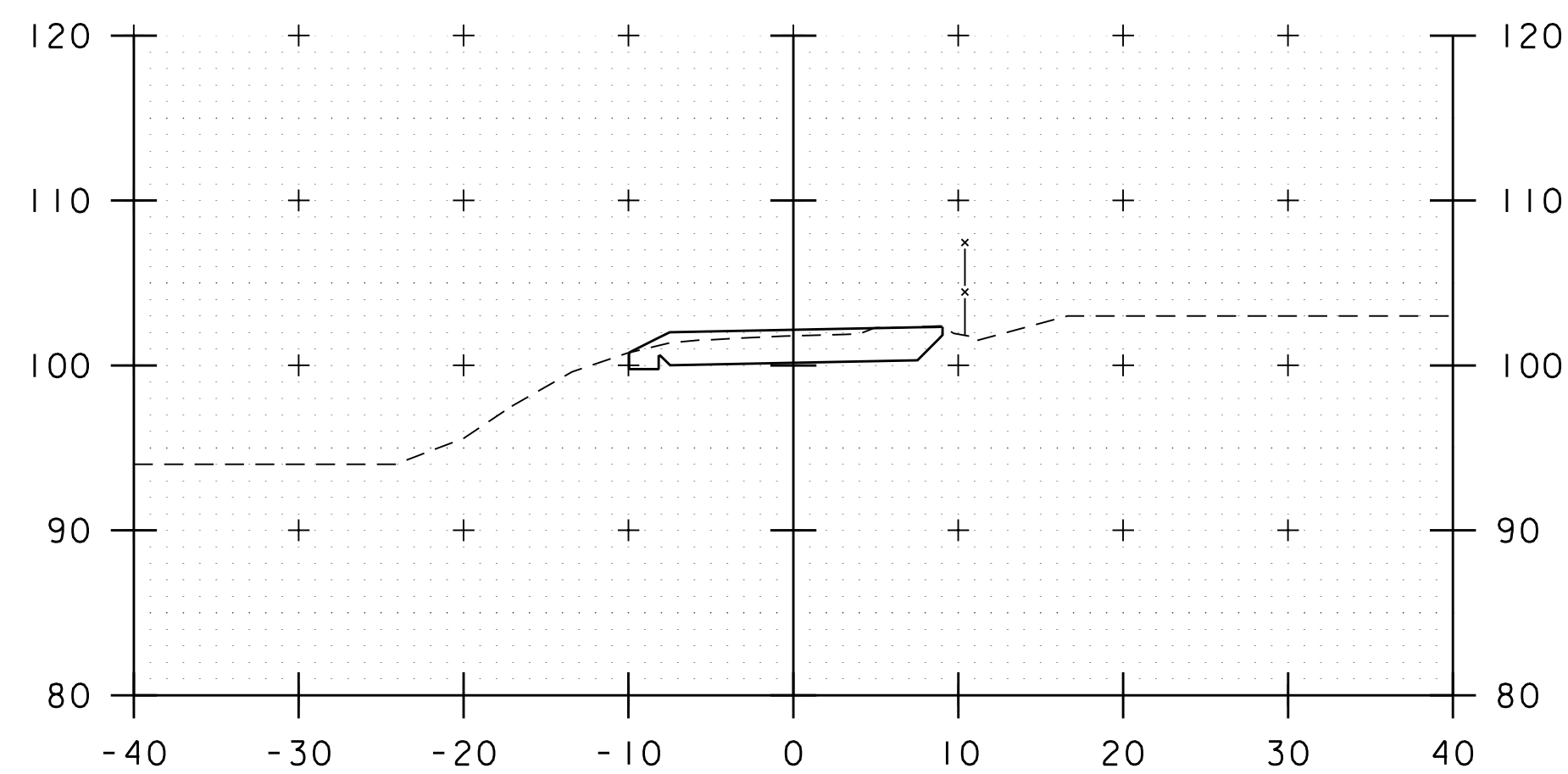
423+00



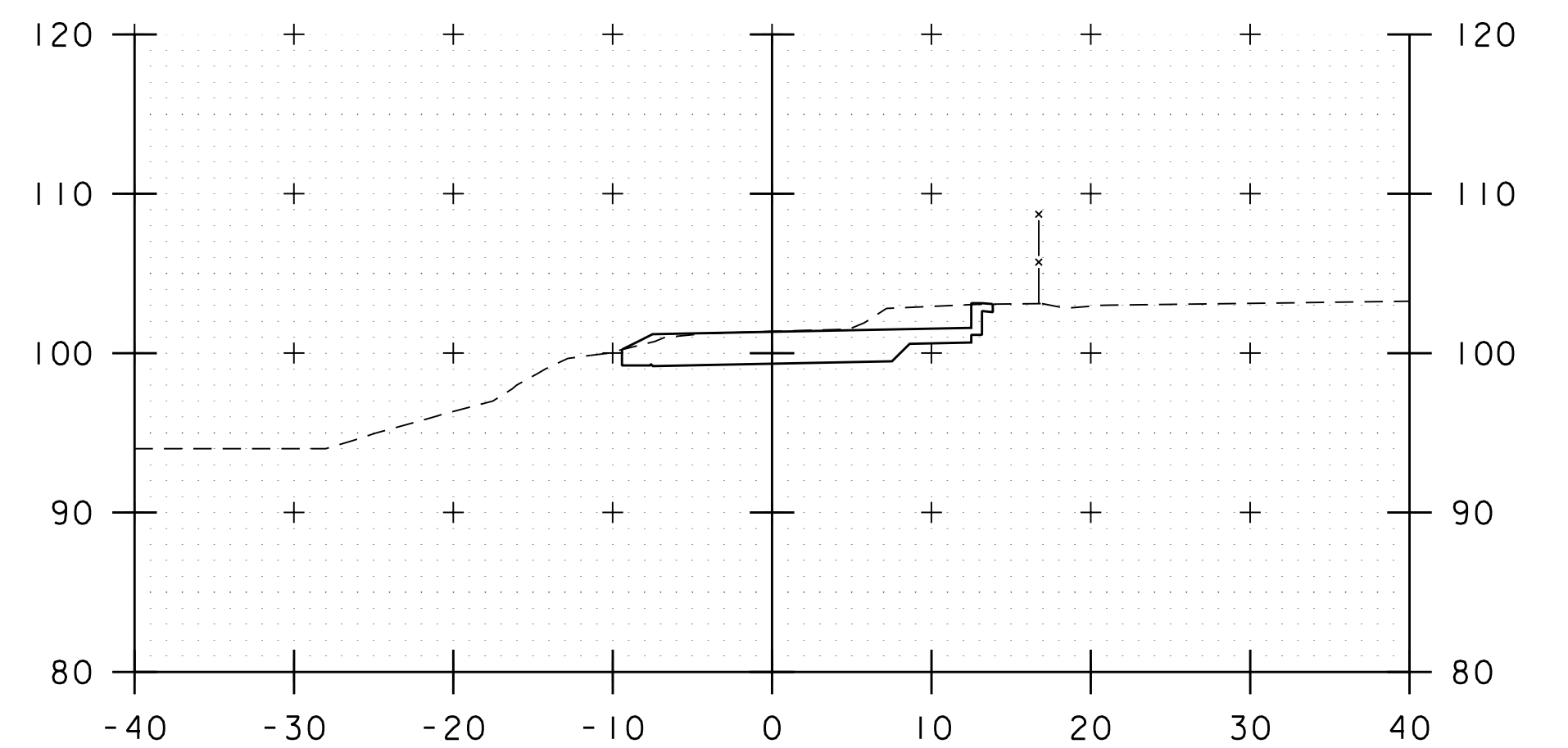
424+50



422+50



424+00



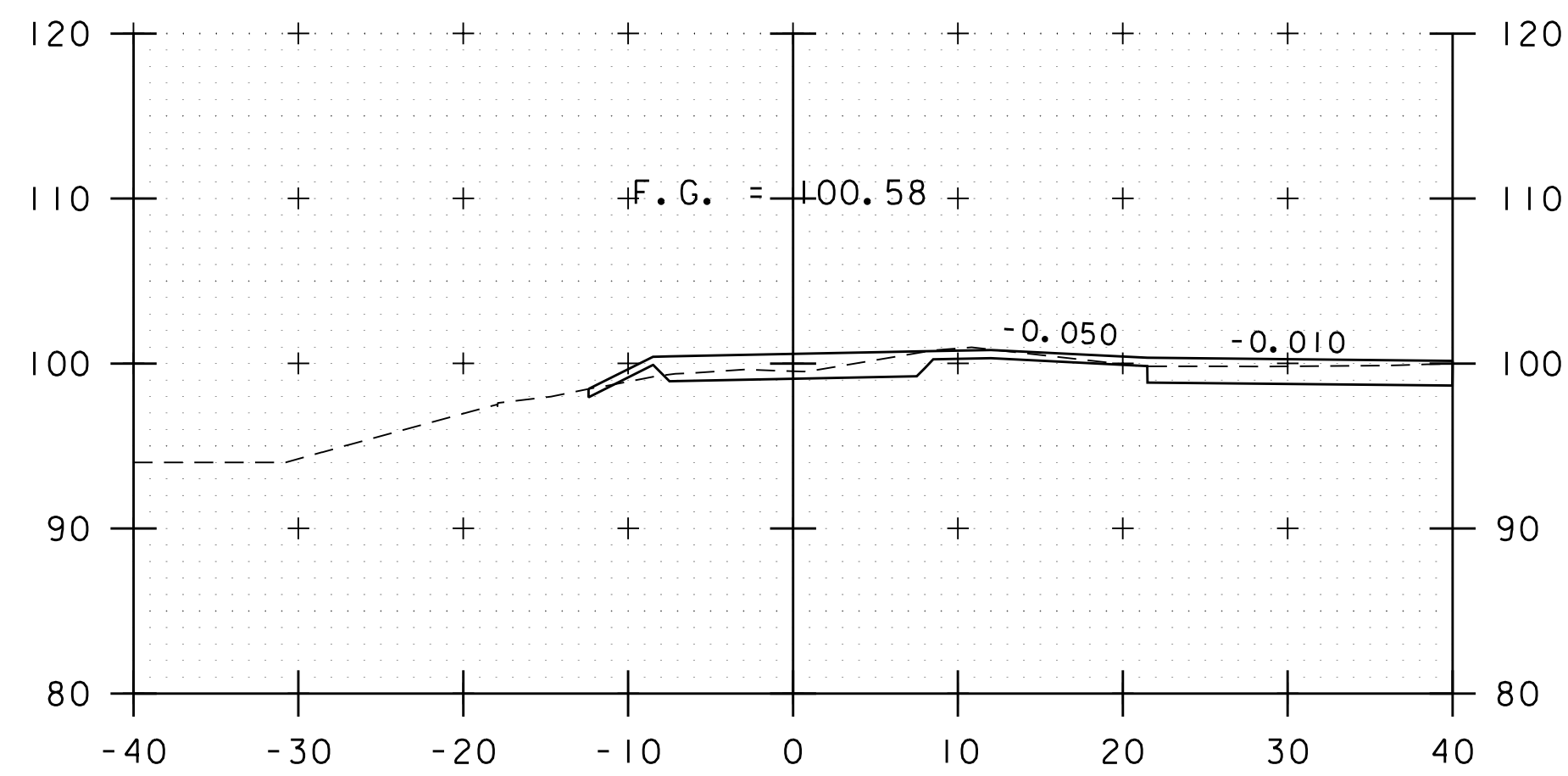
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PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A
PROJECT NUMBER: 58109.00

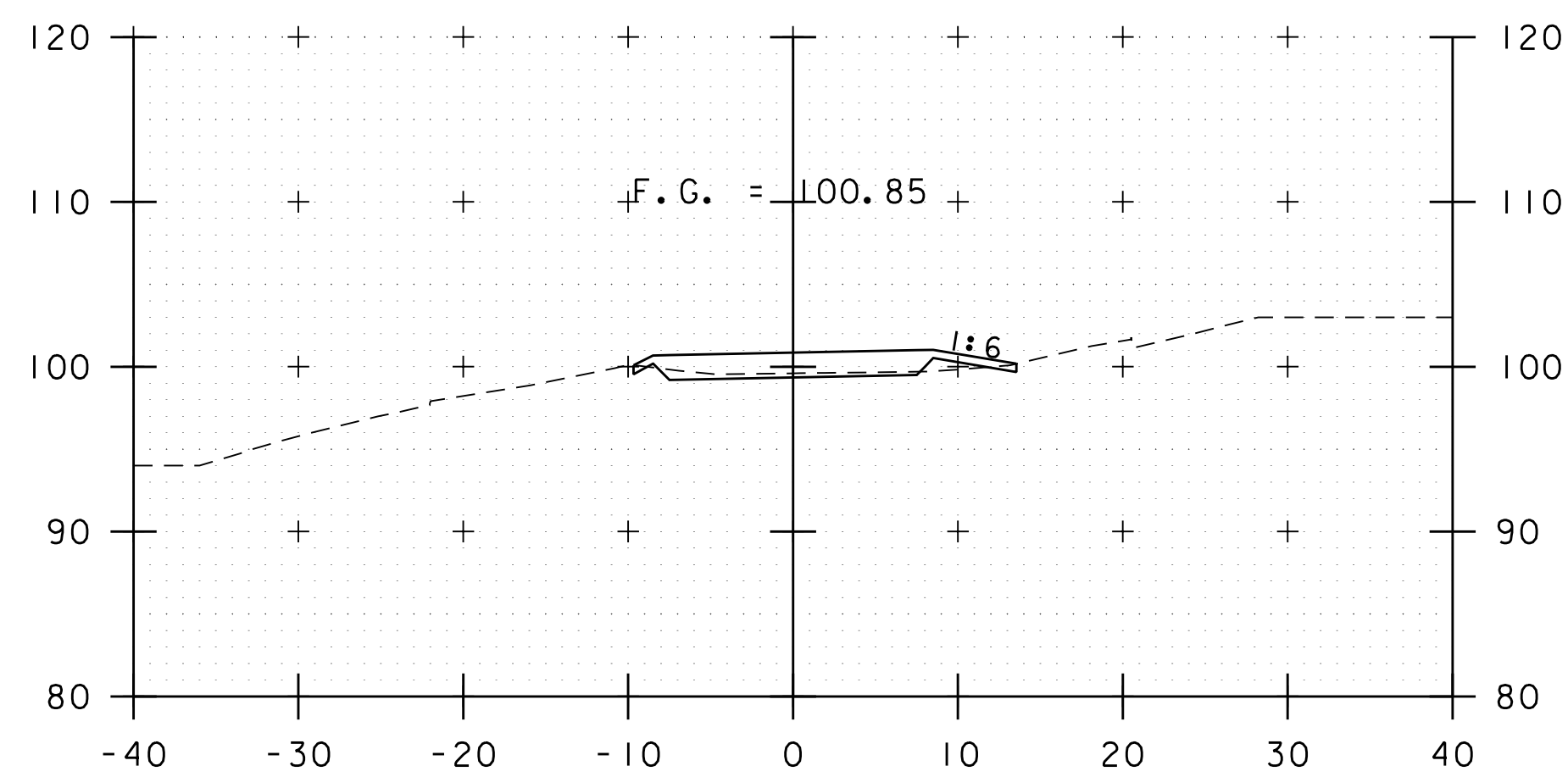
FILE NAME: 58109xs.dgn
PROJECT LEADER: E.P.DETRICK
DESIGNED BY: B.M.ROBERTS
SECTION 4 CROSS SECTIONS (6 OF 6)

PLOT DATE: 4/23/2019
DRAWN BY: B.M.ROBERTS
CHECKED BY: E.P.DETRICK
SHEET 71 OF 72

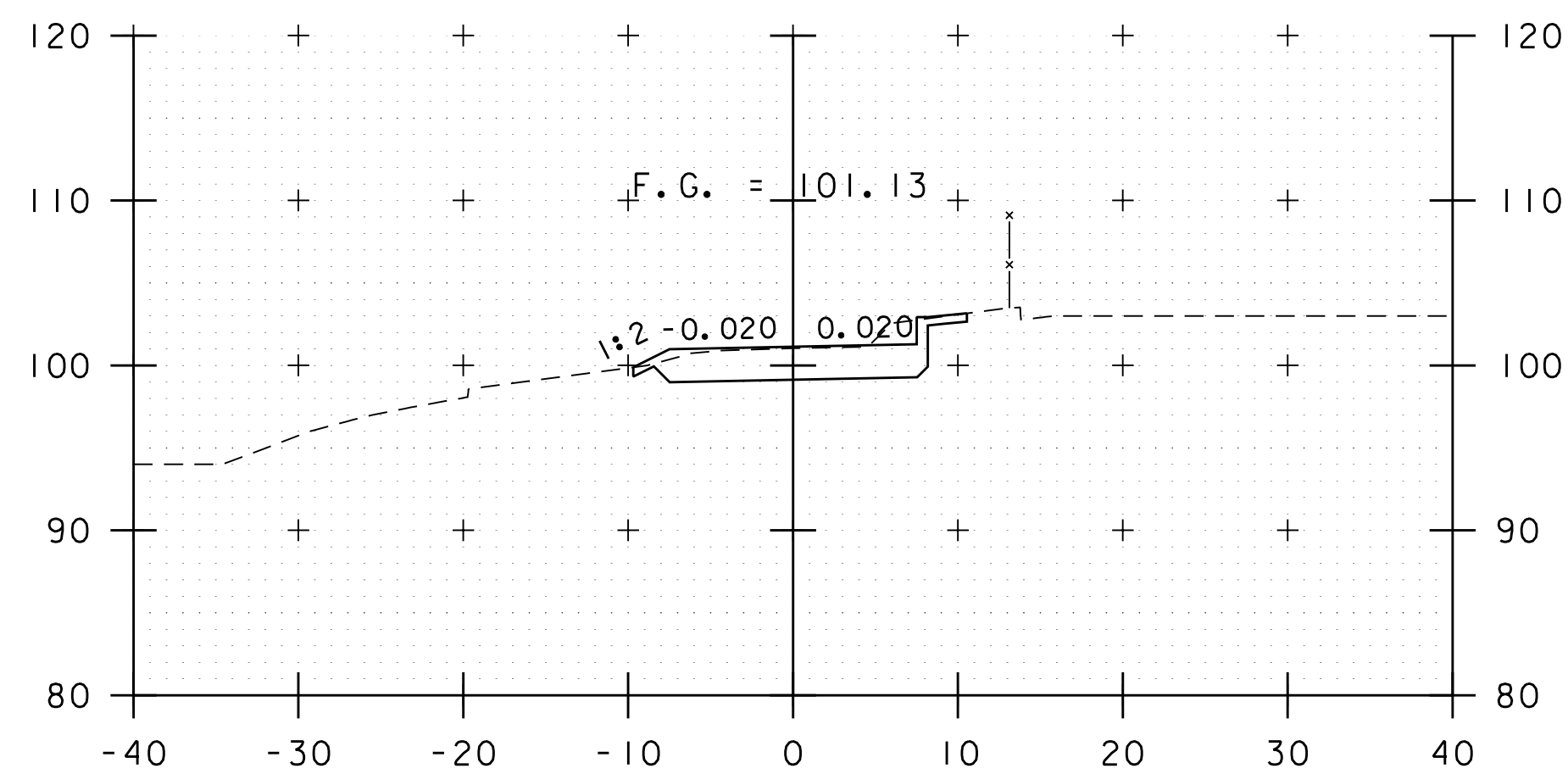




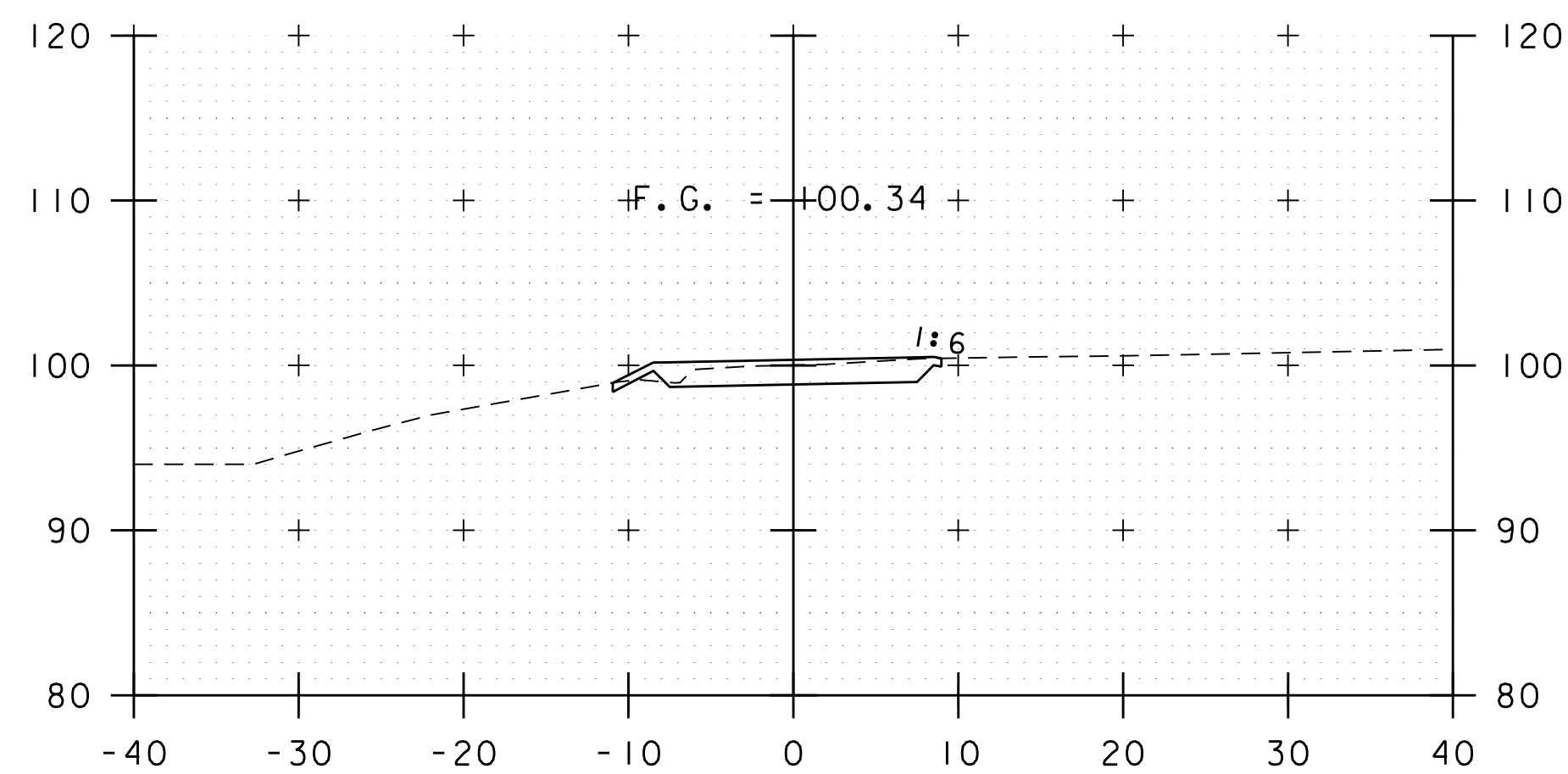
1001+00



1000+50



1000+00



1001+50



PROJECT NAME: BURLINGTON BIKE PATH PHASE 3A	
PROJECT NUMBER: 58109.00	
FILE NAME: 58109xs.dgn	PLOT DATE: 4/23/2019
PROJECT LEADER: E.P.DETRICK	DRAWN BY: B.M.ROBERTS
DESIGNED BY: B.M.ROBERTS	CHECKED BY: E.P.DETRICK
PERKINS PIER CROSS SECTIONS (1 OF 1)	SHEET 72 OF 72