Burlington Greenway Phase 3b – Existing Conditions

PROJECT INFORMATION
Name: Burlington Greenway Rehabilitation Phase 3b South
Location/Park: Oakledge Park
Address: 0 Flynn Avenue

Entrance to Greenway from Austin Dr. looking north

Greenway from upper shelter parking lot looking southeast
Beach access from Blanchard looking south

Beach access from Greenway at Flynn looking NW

Greenway at playground entrance looking east
ADDITIONAL SYMBOLS

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

VAOT STANDARDS

A-78 4-1-2020  SIVAL USE PATH TYPICAL
A-79 4-1-2020  RAIL TRAIL TYPICAL
B-5  6-01-1994  SLOPE GRADING, EMBANKMENTS, MUCK
C-2A 4-1-2020  SEAWALK RAMPS
E-10 4-1-2020  ROLLED EROSION CONTROL PRODUCT, TYPE I
E-46 4-1-2020  SILT FENCE
E-47 6-6-1995  STANDARD SIGN PLACEMENT - CONVENTIONAL ROAD
E-93 6-6-1995  PAVEMENT MARKING DETAILS
E-95 6-6-2008  SIVAL USE PATH PAVEMENT MARKINGS AND SIGN DETAILS
T-45 4-7-2016  TRAFFIC CONTROL GENERAL NOTES
P-2 4-7-2020  TRAFFIC SIGN GENERAL NOTES
T-20 8-6-2020  CONVENTIONAL ROADS CONSTRUCTION APPROACH SIGNING
T-30 8-6-2020  CONSTRUCTION SIGN DETAILS
T-45 8-6-2020  SQUARE TUBE SIGN POST AND ANCHOR
The document is a page from a surveying or construction plan. It contains various symbols and codes used to represent different features and conditions on the ground. Here is a transcription of the content:

### General Information

**Symbol Legend Note**

The symbols on this sheet are intended to cover conventional symbology. The symbology is used for existing and proposed features with heavier line weight, in combination with project annotation. As noted on project plan sheets, this legend covers the basics. The legend on plans may vary, plan annotations and notes should be used to clarify as needed.

**R.O.W. Abbreviations (Codes) & Symbols**

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<thead>
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<tr>
<td>OR</td>
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<td>CUL</td>
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<td>OR</td>
<td>Drainage easement</td>
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<td>OR</td>
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<td>EC</td>
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<td>HR</td>
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<td>R&amp;M</td>
<td>Install &amp; maintain easement</td>
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<td>LAN</td>
<td>Landscape easement</td>
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<td>Parcels</td>
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<tr>
<td>REP</td>
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<td>SF</td>
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<td>Utility easement</td>
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<td>BND</td>
<td>Bound to be set</td>
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<td>PMF</td>
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<td>PRO</td>
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### Proposed Geometry Codes

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<td>External distance</td>
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### Common Topographic Point Symbols

### Utility Symbology

**Underground Utilities**

- **Utility (Generic-Unknown)**
- **Gas**
- **Telephone**
- **Electric**
- **Cable**
- **Cable-Telephone**
- **Cable-Electric**
- **Cable-Signal**

### Above Ground Utilities (Aerial)

- **Utility (Generic-Unknown)**
- **Telephone**
- **Electric**
- **Cable**
- **Cable-Telephone**
- **Cable-Electric**
- **Cable-Signal**

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### Common Topographic Point Symbols

### Environmental Resources

- **Wetland Boundary**
- **Wetland Buffer Zone**
- **Soil Type Boundary**
- **Threatened & Endangered Species**
- **Agricultural Land**
- **Fish & Wildlife Habitat**
- **Flood Plain**
- **Ordinary High Water**
- **Storm Water**
- **Usa Forest Service Lands**
- **Multiple Habitat Suit/low**

### Archeological & Historic

- **Archaeological Boundary**
- **Historic District Boundary**
- **Archaeological Site**
- **Historic Site**
- ** Historic Area**
- **Historic District**
- **Archeological Site**
- **U.S. Forest Service Lands**
- **Multiple Habitat Suit/low**

### Conventional Symbology

- **Road Edge Pavement**
- **Road Edge Gravel**
- **Driveway Edge**
- **Footway**
- **Foundation**
- **Fence Existing**
- **Fence Wood Post**
- **Fence Steel Post**
- **Garden**
- **Road Guardian**
- **Railroad Tracks**
- **Culvert (Existing)**
- **Culvert (Proposed)**
- **Culvert (Proposed)**
- **Construction Fence**
- **Tree Protection Zone (TPZ)**
- **Check Dam**
- **Silt Fence Woven Wire**
- **Silt Fence**
- **Filter Curtain**
- **Striping Line Removal**
- **Sheet Pile**

### EPSC Layout Plan Symbols

- **Filter Curtain**
- **Silt Fence Woven Wire**
- **Silt Fence**
- **Striping Line Removal**
- **Check Dam**
- **Tree Protection Zone (TPZ)**
- **Check Dam**
- **Silt Fence Woven Wire**
- **Silt Fence**
- **Striping Line Removal**

### EPSC Measures

- **Filter Curtain**
- **Silt Fence Woven Wire**
- **Silt Fence**
- **Striping Line Removal**
- **Check Dam**
- **Tree Protection Zone (TPZ)**
- **Check Dam**
- **Silt Fence Woven Wire**
- **Silt Fence**
- **Striping Line Removal**

### Conventional Symbology Legend Sheet 1 of 40
PROJECT NOTES

GENERAL
1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION STANDARDS FOR CONSTRUCTION, DATED 2018, AND ITS LATEST REVISIONS.
2. PSB AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES (ADA), PATH CROSSING SLOPES SHALL NOT EXCEED 2%.
3. ALL SHARPS AND PATH LONGITUDINAL WIDENING W/ROADWAY AND UNDERGROUND EXCAVATIONS SHALL NOT EXCEED 5%.

CONSTRUCTION
4. ALL TREE CLEARING AND TREE REMOVAL WITHIN THE SLOPE LIMITS SHOWN ON THE PLANS SHALL BE PSO 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" UNLESS OTHERWISE NOTED IN THESE PLANS.
5. ANY EXISTING SIGNS NOT REFLECTED SHALL REMAIN THE PROPERTY OF THE CITY OF BURLINGTON.
6. THESE SIGNS SHALL BE REMOVED BY THE CONTRACTOR AND STORED FOR REMOVAL BY THE CITY. SIGN LOCATION TO BE DETERMINED BY THE RESIDENT ENGINEER.
7. THE FOLLOWING IS A LIST OF CONTACTORS THE CONTRACTOR SHALL NOTIFY AT LEAST SEVEN (7) FULL BUSINESS DAYS PRIOR TO EXCAVATING:
   CITY OF BURLINGTON:
     CITY WIDE: DIRECTOR OF PARKS, RECREATION & WATERFRONT
     (802) 865-7707
     JON MILLER, CURATOR, BURLINGTON BIKE PATH REHABILITATION PROJECT MANAGER;
     (802) 865-7447
     CHAPIN SPENCER, DIRECTOR OF PUBLIC WORKS;
     (802) 865-9094
     CALER MATIZ, ROW AN EXCAVATION INJECTOR, DPW
     (802) 865-7862
   BURLINGTON ELECTRIC DEPARTMENT:
     BRIAN SWEENEY, DISTRIBUTION ENGINEER;
     (802) 865-7234
8. CONTRACTOR SHALL BE RESPONSIBLE FOR SITE SECURITY AND JOB SAFETY, CONSTRUCTION ACTIVITIES SHALL CONFORM TO LOCAL AND STATE REQUIREMENTS.
9. 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.
11. IF THERE ARE EXISTING STORM DRAIN BELTS LOCATED BELOW THE PATH, CONSTRUCTION SHALL NOT BE COMPLETED UNTIL LABORATORY TESTING METHODS DETERMINE FROM CONTRACTOR'S CONSTRUCTION LOADS SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
12. CONTRACTOR SHALL CONTROL STORMWATER RUNOFF DURING CONSTRUCTION AS PER THE EPSC NARRATIVE AND DETAILS PROVIDED IN THESE PLANS TO PROTECT ADVERSE IMPACTS TO OFF SITE AREAS. OWNER SHALL BE RESPONSIBLE FOR REPAIR OF RESULTING DAMAGES, IF ANY, ON COST TO OWNER.
13. ALL CONTRACTORS WORKING IN DIRECT CONTACT WITH SOILS FOR EXCAVATING, REGRADING, AND OTHER PROJECT PRODUCE SHALL BE SHOEHAZARDOUS PROOFED EXISTING ALUMINUM/STEEL SIGNS TO BE REMOVED WILL BE PAID UNDER ITEM 375.50, "REMOVING SIGNS".
14. IF THE CITY RESERVES FIRST RIGHT OF REFUSAL ON ANY ITEMS SALVED AS PART OF THE PROJECT.
15. ORNAMENTAL BOLLARDS ENCOUNTERED ON SITE SHALL NOT BE IMPACTED DURING CONSTRUCTION. DAMAGE TO ORNAMENTAL BOLLARDS RESULTING FROM CONSTRUCTION OPERATIONS SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
17. CONTRACTOR SHALL OBTAIN AN EPSC PERMIT THROUGH THE CITY OF BURLINGTON'S WATER RESOURCES DIVISION TO OBTAIN A PERMIT, THE CONTRACTOR MUST COMPLETE AND SUBMIT THE "EPSC IN BURLINGTON EPSC PERMIT APPLICATION TO THE WATER RESOURCES DEPARTMENT". THE CONTRACTOR MUST PROVIDE THE CONTRACTOR WITH A COPY OF THE WATER RESOURCES DEPARTMENT, THE CONTRACT INFORMATION LISTED BELOW. ADDITIONAL EPSC MEASURES AS REQUIRED BY CITY PERMIT AND OR THE ENGINEER THAT ARE NOT ITEMS IN THE CONTRACT WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED INCENTIVAL TO THE ALL OTHER CONTRACT ITEMS.
   CITY OF BURLINGTON - DEPARTMENT OF WATER RESOURCES:
   JAMES SHEARER, STORMWATER PROGRAM MANAGER
   (802) 865-2848
18. ALL EXCAVATION, REMOVAL, AND INSTALLATION, AND CONSTRUCTION OPERATIONS TO BE PERFORMED SHALL BE COMPLETED WITH EXTREME CARE TO NOT DAMAGE THE EXISTING TREES AS OUTLINED IN ITEM 900.05, "SPECIAL PRECISION HERO TUBING AND TREE PROTECTION". THE CONTRACTOR SHALL VISIT THE SITE PRIOR TO BEGINNING AND BECOME FAMILIAR WITH THE PRESENT CLEARANCES TO TREE CANPES AND BE THE PROJECT WITH THE UNDERSTANDING THAT ALTERNATIVE MATERIALS MAY BE REQUIRED FOR CONSTRUCTION OPERATIONS TO ENSURE NO DAMAGE TO TREES WILL OCCUR. ALL COSTS SHALL BE INCLUDED UNDER APPROPRIATE PavEMENT EXCAVATION, AND ROOT PRUNING AND TREE PROTECTION PAY ITEMS FOR PROTECTION OF EXISTING TREES. IF DAMAGE DOES OCCUR TO ANY OF THE EXISTING TREES, ALL COSTS FOR REPLACEMENT TO THE CITY'S SATISFACTION SHALL BE AT THE CONTRACTOR'S EXPENSE.
19. ALL RETROFITTED BOLLARDS ON PROJECT SHALL BE TANKED FROM OAKLEIGH PARK TO THE CITY OF BURLINGTON PARKS, RECREATION & WATERFRONT.

UTILITY
20. THE LOCATIONS, SIZES, AND TYPES OF EXISTING UTILITIES ARE SHOWN AS AN APPROXIMATE REPRESENTATION ONLY. THE OWNER OR OCCUPATIONAL ENGINEER HAVE NOT CONFIRMED THIS INFORMATION AS SHOWN IN THE PLANS. THE UTILITY INFORMATION SHOWN DOES NOT GUARANTEE THE EXISTENCE, SERVICABILITY, OR OTHER DATA CONCERNING THE UTILITIES. THIS INFORMATION IS FOR REFERENCE ONLY.
21. IF ANY SURFACE OR SUBSURFACE UTILITIES ARE DAMAGED BY THE CONTRACTOR, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNER AND THEN CALL 811 NO LESS THAN 72 HOURS PRIOR TO STARTING WORK. ALL COSTS ASSOCIATED WITH THE RESTORATION OF DAMAGED UTILITIES SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
22. WHEN 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 TO THE RESIDENT ENGINEER FOR THE RESOLUTION OF THE CONFLICT.
23. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL BURIED AND EXPOSED UTILITIES AND POLES PRIOR TO STARTING WORK. THE CONTRACTOR WILL CooperATE WITH ALL UTILITY OWNERS TO CONFIRM ACTUAL UTILITIES PRIOR TO CONSTRUCTION.

DIG-SAFE (1-888-344-7233)

EXISTING RH ELEVATIONS FOR DRAIN AND SEWER INLAWS, WATER VALVE COVERS, GAS GATES, ELECTRIC AND TELEPHONE PULL BOXES, AND MANHOLES, AND OTHER SUCH ITEMS WITHIN THE LIMITS OF THE PROPOSED WORK ARE APPROXIMATED AND SHALL BE SET-ASIDE IS FOLLOWS:
1. PAVEMENTS AND CONCRETE SURFACES, FLUSH
2. ALL SURFACES ALONG ACCESSIBLE ROUTES, FLUSH
3. LANDSCAPE, TOPSOIL, AND SEED, OTHER PROJECT TAXES SHALL BE CENTERED PROPERLY
4. SURFACES WITHIN 2 FEET OF EXISTING ALUMINUM/STEEL SIGNS TO BE REMOVED WILL BE PAID UNDER ITEM 375.50, "REMOVING SIGNS".
5. THE CITY RESERVES FIRST RIGHT OF REFUSAL ON ANY ITEMS SALVED AS PART OF THE PROJECT.
6. ORNAMENTAL BOLLARDS ENCOUNTERED ON SITE SHALL NOT BE IMPACTED DURING CONSTRUCTION. DAMAGE TO ORNAMENTAL BOLLARDS RESULTING FROM CONSTRUCTION OPERATIONS SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
7. ORNAMENTAL BOLLARDS ENCOUNTERED ON SITE SHALL NOT BE IMPACTED DURING CONSTRUCTION. DAMAGE TO ORNAMENTAL BOLLARDS RESULTING FROM CONSTRUCTION OPERATIONS SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
8. ALL EXCAVATION, REMOVAL, AND INSTALLATION, AND CONSTRUCTION OPERATIONS TO BE PERFORMED SHALL BE COMPLETED WITH EXTREME CARE TO NOT DAMAGE THE EXISTING TREES AS OUTLINED IN ITEM 900.05, "SPECIAL PRECISION HERO TUBING AND TREE PROTECTION". THE CONTRACTOR SHALL VISIT THE SITE PRIOR TO BEGINNING AND BECOME FAMILIAR WITH THE PRESENT CLEARANCES TO TREE CANPES AND BE THE PROJECT WITH THE UNDERSTANDING THAT ALTERNATIVE MATERIALS MAY BE REQUIRED FOR CONSTRUCTION OPERATIONS TO ENSURE NO DAMAGE TO TREES WILL OCCUR. ALL COSTS SHALL BE INCLUDED UNDER APPROPRIATE PavEMENT EXCAVATION, AND ROOT PRUNING AND TREE PROTECTION PAY ITEMS FOR PROTECTION OF EXISTING TREES. IF DAMAGE DOES OCCUR TO ANY OF THE EXISTING TREES, ALL COSTS FOR REPLACEMENT TO THE CITY'S SATISFACTION SHALL BE AT THE CONTRACTOR'S EXPENSE.
9. ALL RETROFITTED BOLLARDS ON PROJECT SHALL BE TANKED FROM OAKLEIGH PARK TO THE CITY OF BURLINGTON PARKS, RECREATION & WATERFRONT.
**TYPICAL SECTIONS (2 OF 2)**

**BURLINGTON BIKE PATH PHASE 3B**

**DESIGNED BY:**

**PROJECT LEADER:**

**DRAWN BY:**

**PLOT DATE:**

**CHECKED BY:**

**PROJECT NAME:**

**PROJECT NUMBER:**

**FILE NAME:**

**SHEET**

**OF**

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**MATERIAL TOLERANCES**

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**PAVED SIDE PATH TYPICAL SECTION**

- 6" TOPSOIL, SEED, FERTILIZER & MULCH
- 2'-0" SHOULDER
- 6" SPECIAL PROVISION (STONE SCREENINGS)
- 9" SUBBASE OF DENSE GRADED CRUSHED STONE
- TWO 1/2" LIFTS OF BITUMINOUS CONCRETE PAVEMENT, TYPE IV
- Varies

**PAVED SIDE PATH TYPICAL PLAN**

- CENTERLINE PATH
- EDGE OF PAVEMENT
- EXISTING PATH
- GRAVEL SHOULDER
- RES' MIN
- Varies

**PAVED SIDE PATH TYPICAL SECTION**

- 6" TOPSOIL, SEED, FERTILIZER & MULCH
- 2'-0" SHOULDER
- 6" SPECIAL PROVISION (STONE SCREENINGS)
- 9" SUBBASE OF DENSE GRADED CRUSHED STONE
- TWO 1/2" LIFTS OF BITUMINOUS CONCRETE PAVEMENT, TYPE IV
- Varies

---

**GRAVEL SIDE PATH TYPICAL SECTION**

- 6" TOPSOIL, SEED, FERTILIZER & MULCH
- 2'-0" SHOULDER
- 6" SPECIAL PROVISION (STONE SCREENINGS)
- 9" SUBBASE OF DENSE GRADED CRUSHED STONE
- TWO 1/2" LIFTS OF BITUMINOUS CONCRETE PAVEMENT, TYPE IV
- Varies

**GRAVEL SIDE PATH TYPICAL PLAN**

- CENTERLINE PATH
- EDGE OF PAVEMENT
- EXISTING PATH

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**RESIDENT ENGINEER TO DETERMINE LIMITS OF SIDE PATH REQUIRED BEFORE MATCHING EXISTING.**

**SLOPE TO BE DETERMINED BY RESIDENT ENGINEER.**
1. SEE VRANS SPECIFICATION 656.11, TREE PROTECTION, FOR STEPS TO MINIMIZE SOIL AND ROOT DISTURBANCE AND GUIDANCE TO CONSTRUCT PROTECTION MEASURES FOR TREES CLOSE TO CONSTRUCTION AREAS.

2. NO WORK, NOR HEAVY EQUIPMENT STORAGE SHALL BE WITHIN A TREE PROTECTION ZONE.

3. ANY TREE ROOTS ENCOUNTERED WITHIN THE EXCAVATION LIMITS SHALL BE PRUNED AND TREES IDENTIFIED BY THE ENGINEER SHALL BE PROTECTED IN ACCORDANCE WITH, AND PAID FOR UNDER, SPECIAL PROVISION 900.645 "ROOT PRUNING AND TREE PROTECTION."

4. CITY ARBORIST OR BPRW REPRESENTATIVE CAN SPECIFY TREE PROTECTION IN THE DRIPLINE.

NOTE: RETAINING WALL SHALL BE PAID FOR UNDER ITEM 900.670 "SPECIAL PROVISION (BOULDER RETAINING WALL)."
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 disconnected areas established 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 it, there are three methods that may be used to satisfy these requirements:

1. Amend existing topsoil in place:
   - Scrape or till subsoils to a 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.
   - 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 rotary-till into 3 inches of soil or at a calculated rate rotary-till 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:
   - Stockpile should be stockpiled on site in a controlled area at least 50 feet from surface waters, wetlands, floodplains, or other critical resource areas.
   - Scrape or till subsoils to a depth of 4 inches. Except for within the drip line of existing trees, the entire surface shall be disturbed by scarring.
   - Stockpile topsoil shall also be amended, if needed, to meet the organic content requirements identified above.
   - Remediate stockpiled topsoil prior to planting and rake to level, removing any surface rocks greater than 2 inches in diameter.
   - Water or roll soil in turf areas to 85% of maximum dry density.

3. Import topsoil mix of sufficient organic content and depth:
   - Saturated organic matter shall be placed to a depth of a minimum of 8 inches. Except for within the drip line of existing trees, the entire surface shall be disturbed by scarring.
   - Place a 4 inches of imported topsoil mix that contains 40% organic matter. Sands used in the mix shall be sand or sandy loam as defined by the USDA.
   - Rake to level, removing any surface rocks greater than 2 inches in diameter.
   - 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 3 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.

NOTES:

- When grading for disconnection areas, the contractor shall not disturb the ground within 6' or the trunk base for all trees with a diameter of 6' or greater and intend to remain through construction.
- Scarpf or till subsoil 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.
- 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 rotary-till into 3 inches of soil or at a calculated rate rotary-till into a depth of soil needed to achieve 4 inches of settled soil at 4% organic content.
- 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 rotary-till into 3 inches of soil or at a calculated rate rotary-till into a depth of soil needed to achieve 4 inches of settled soil at 4% organic content.
- Remove and stockpile existing topsoil during grading.
- Stockpile should be stockpiled on site in a controlled area at least 50 feet from surface waters, wetlands, floodplains, or other critical resource areas.
- Scrape or till subsoils to a depth of 4 inches. Except for within the drip line of existing trees, the entire surface shall be disturbed by scarring.
- Stockpile topsoil shall also be amended, if needed, to meet the organic content requirements identified above.
- Remediate stockpiled topsoil prior to planting and rake to level, removing any surface rocks greater than 2 inches in diameter.
- Water or roll soil in turf areas to 85% of maximum dry density.
<table>
<thead>
<tr>
<th>ITEM</th>
<th>DESCRIPTION</th>
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<th>UNITS</th>
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<tbody>
<tr>
<td>1 LS</td>
<td>LS CLEANING AND DUSTING, INCLUDING TRIM, TREES AND STUMPS</td>
<td>201.10</td>
<td>LF</td>
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<tr>
<td>440</td>
<td>1800 CY</td>
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<td>240</td>
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<tr>
<td>16</td>
<td>16 CY</td>
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<tr>
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<td>50 EACH</td>
<td>DECIDUOUS TREES</td>
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### QUANTITY SHEET 2

#### SUMMARY OF ESTIMATED QUANTITIES

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<th>ITEM</th>
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SEGMENT 1

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<td>POC</td>
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SEGMENT 1 EXTENDS FROM AUSTIN DRIVE TO BLANCHARD BEACH.
LENGTH OF SEGMENT 1 = 3659.46 FT

NOTES:
BASELINE STATIONING IS NOT CONTINUOUS.
EQUALITIES HAVE BEEN INCORPORATED INTO THE BASELINE STATIONING. SEE LAYOUT SHEETS FOR EQUALITY INFORMATION AND CURVE DATA.
THE GRADES SHOWN TO THE NEAREST TENTH ARE THE ORIGINAL
GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT.

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

STATIONING AND ELEVATIONS IN FEET (TYP.)
EXISTING CONDITIONS MAY VARY DUE TO SAND MIGRATION WITH SEASONAL WAVE ACTION. BLEND GRADE INTO EXISTING CONDITIONS.
NOTES:
1. CONSTRUCT SUBBASE BASED ON 'PATH TYPICAL SECTION', REFER TO TYPICAL SECTIONS

CONCRETE SIDEWALK

SAWCUT JOINT 3/16" WIDTH
JOINT 3/4 OF SLAB DEPTH MINIMUM

CONCRETE SIDEWALK

SAWCUT JOINT 3/16" WIDTH
JOINT 3/4 OF SLAB DEPTH MINIMUM

CONCRETE SIDEWALK

SAWCUT JOINT 3/16" WIDTH
JOINT 3/4 OF SLAB DEPTH MINIMUM

CONCRETE LANDING

CONCRETE LANDING

18" X 12" O.C. EACHWAY

SPECIAL PROVISION (PORTLAND CEMENT CONCRETE SIDEWALK, EXPOSED AGGREGATE SURFACE)

SPECIAL PROVISION (PORTLAND CEMENT CONCRETE SIDEWALK, EXPOSED AGGREGATE SURFACE)

NOTES:
1. REFER TO LAYOUT PLANS FOR LOCATION AND DIMENSIONS OF LANDINGS.
2. DOWELS EACH LANDING TO THE NEIGHBORING STAIR FOUNDATION OR CONCRETE WALK, REFER TO ISOLATION JOINT DETAIL.

CONCRETE LANDING

18" X 12" O.C. EACHWAY

SPECIAL PROVISION (PORTLAND CEMENT CONCRETE SIDEWALK, EXPOSED AGGREGATE SURFACE)

SPECIAL PROVISION (PORTLAND CEMENT CONCRETE SIDEWALK, EXPOSED AGGREGATE SURFACE)

NOTES:
1. REFER TO LAYOUT PLANS FOR LOCATION AND DIMENSIONS OF LANDINGS.
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CONCRETE LANDING

18" X 12" O.C. EACHWAY

SPECIAL PROVISION (PORTLAND CEMENT CONCRETE SIDEWALK, EXPOSED AGGREGATE SURFACE)

SPECIAL PROVISION (PORTLAND CEMENT CONCRETE SIDEWALK, EXPOSED AGGREGATE SURFACE)

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1. REFER TO LAYOUT PLANS FOR LOCATION AND DIMENSIONS OF LANDINGS.
2. DOWELS EACH LANDING TO THE NEIGHBORING STAIR FOUNDATION OR CONCRETE WALK, REFER TO ISOLATION JOINT DETAIL.

CONCRETE LANDING

18" X 12" O.C. EACHWAY

SPECIAL PROVISION (PORTLAND CEMENT CONCRETE SIDEWALK, EXPOSED AGGREGATE SURFACE)

SPECIAL PROVISION (PORTLAND CEMENT CONCRETE SIDEWALK, EXPOSED AGGREGATE SURFACE)

NOTES:
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2. DOWELS EACH LANDING TO THE NEIGHBORING STAIR FOUNDATION OR CONCRETE WALK, REFER TO ISOLATION JOINT DETAIL.

CONCRETE LANDING

18" X 12" O.C. EACHWAY

SPECIAL PROVISION (PORTLAND CEMENT CONCRETE SIDEWALK, EXPOSED AGGREGATE SURFACE)

SPECIAL PROVISION (PORTLAND CEMENT CONCRETE SIDEWALK, EXPOSED AGGREGATE SURFACE)

NOTES:
1. REFER TO LAYOUT PLANS FOR LOCATION AND DIMENSIONS OF LANDINGS.
2. DOWELS EACH LANDING TO THE NEIGHBORING STAIR FOUNDATION OR CONCRETE WALK, REFER TO ISOLATION JOINT DETAIL.

CONCRETE LANDING

18" X 12" O.C. EACHWAY

SPECIAL PROVISION (PORTLAND CEMENT CONCRETE SIDEWALK, EXPOSED AGGREGATE SURFACE)

SPECIAL PROVISION (PORTLAND CEMENT CONCRETE SIDEWALK, EXPOSED AGGREGATE SURFACE)

NOTES:
1. REFER TO LAYOUT PLANS FOR LOCATION AND DIMENSIONS OF LANDINGS.
2. DOWELS EACH LANDING TO THE NEIGHBORING STAIR FOUNDATION OR CONCRETE WALK, REFER TO ISOLATION JOINT DETAIL.
SECTION: CONCRETE STEPS AND RAMPS

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

HANDRAIL POST ANCHOR

14" CONCRETE TREAD W/ 6" RISER

NOTES:
1. CONTRACTOR SHALL VERIFY NUMBER OF TREADS AND RISERS ON THE LAYOUT AND GRADING PLANS.
2. CONTRACTOR SHALL PROVIDE SHOP DRAWINGS FOR HANDRAILS FOR REVIEW AND APPROVAL.
3. ALL REINFORCING IN THE STAIRS AND STAIR FOUNDATIONS SHALL MEET THE REQUIREMENTS OF SECTION 507 FOR LEVEL I REINFORCING, AND SHALL BE UNCOATED. PAYMENT FOR REINFORCING WILL BE MADE UNDER ITEM 507.11, "REINFORCING STEEL, LEVEL I".
4. ALL CONCRETE IN THE STAIRS, AND STAIR FOUNDATIONS SHALL MEET THE REQUIREMENTS OF SECTION 541 FOR CLASS B CONCRETE. PAYMENT FOR CONCRETE WILL BE MADE UNDER ITEM 541.25, "CONCRETE, CLASS B".
5. CLEAR COVER SHALL BE 3" UNLESS OTHERWISE NOTED.
6. MATERIAL MEETING THE REQUIREMENTS OF SUBSECTION 704.02, WITH GRADATION FOR 3/4" STONE, MAY BE SUBSTITUTED FOR GRANULAR BACKFILL FOR STRUCTURES AND WILL BE PAID FOR UNDER ITEM 204.30, "GRANULAR BACKFILL FOR STRUCTURES".

CONCRETE WALK

PERMEABLE PAVERS

ISOLATION JOINT @ STRUCTURES

HANDRAIL POST ANCHOR

14" CONCRETE TREAD W/ 6" RISER

NOTES:
1. REFER TO ENGINEER'S DRAWINGS FOR CONCRETE AND REINFORCING INFORMATION.
2. PROVIDE POSITIVE DRAINAGE ON EACH TREAD (1% SLOPE) TO PREVENT WATER FROM PONDING.
3. REFER TO LAYOUT AND GRADING PLANS FOR NUMBER OF TREADS AND RISERS.

CONCRETE RISER AND TREAD

STAIR NOSING SHALL BE ABRASIVE SLIP RESISTANT, FULL WIDTH OF STAIRS

STAIR TREAD & RISER FINISH GRADE

SEALANT, COLOR TO MATCH CONCRETE. CREATE POSITIVE DRAINAGE WAY FROM POST.

HANDRAIL POST ANCHOR

SCALE: 3" = 1'-0"

EPOXY GROUT

NOTES:
1. CONTRACTOR TO PROVIDE SHOP DRAWINGS OF HANDRAIL AND POST LOCATIONS FOR REVIEW AND APPROVAL.

2" OD GALVANIZED STEEL RAILING SMOOTH HIELD ALL JOINTS PAINTED BLACK

5' CLEAR (MIN.) 12"
DIVIDE EACH HALF OF THE OVAL INTO 6 Equally Spaced Scorelines In A RADIAL PATTERN

NOTES:
1. THE BPRW LOGO IS TO BE SAND BLASTED INTO THE EXPOSED AGGREGATE CONCRETE. CONTRACTOR SHALL PROVIDE SANDED BLASTED EXAMPLES FOR REVIEW AND APPROVAL.
2. DESIGN TEAM WILL PROVIDE AN ELECTRONIC LAYOUT OF THE BPRW LOGO TO ASSIST IN DEVELOPING A TEMPLATE FOR THE LOGO OUTLINE.
3. INFILL THE SAND BLASTED LOGO WITH BLACK MONUMENT PAINT. CONTRACTOR SHALL PROVIDE SUBMITTAL FOR REVIEW AND APPROVAL.
4. BENCH LENGTH TO BE 6 FEET.
5. COLOR TO BE BLACK POWDER COAT.
6. REFER TO LANDSCAPE PLANS FOR LOCATION.
7. INSTALL BENCH PER MANUFACTURER'S RECOMMENDATIONS.
FLYNN AVE.
6 SH
4 PVS
4 CA
5 SH
3 PVS
4 PVS
4 CA
3 SH
10 SH
9 SH
8 SH
4 PN2
4 PN2
5 CA
5 CA
8 SH
8 CA2
3 CA2
7 CA2
5 CA
7 CA2
6 CA
5 SH
8 PVS
6 PVS
5 SH
6 CA
5 SH
5 PVS
6 CA

SHRUBS

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<th>Common Name</th>
<th>Size</th>
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<tr>
<td>28</td>
<td>Cornus stolonifera <code>Arctic Fire</code></td>
<td>Arctic Fire Dogwood</td>
<td>18 - 24&quot; SPD</td>
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<tr>
<td>8</td>
<td>Physocarpus opulifolius</td>
<td>Ninebark</td>
<td>18 - 24&quot; SPD</td>
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GRASSES

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<td>64</td>
<td>Sporobolus heterolepis</td>
<td>Prairie Dropseed</td>
<td>2 GAL.</td>
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Notes:
Refer to planting details, notes and specifications for plant material installation requirements.
OAKLEDGE PARKWAY
EXISTING ASH TREE TO BE REMOVED

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<td>CA</td>
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<td>Karl Foerster Feather Reed Grass</td>
<td>2 GAL.</td>
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<tr>
<td>PVS</td>
<td>13 Panicum virgatum <code>Shenendoah</code></td>
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<tr>
<td>SH</td>
<td>12 Sporobolus heterolepis</td>
<td>Prairie Dropseed</td>
<td>2 GAL.</td>
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Notes:
Refer to planting details, notes and specifications for plant material installation requirements.

PLANT SCHEDULE

PROJECT NAME: BURLINGTON BIKE PATH PHASE 3B
PROJECT NUMBER: 06709-01
FILE NAME: 06709-01
PROJECT LEADER: EVERTON
DESIGNED BY: M. MILLARD
CHECKED BY: M. MILLARD
Landscape Plan
SHEET 25 OF 40

DRAWN BY: M. MILLARD
PLOT DATE: 02/01/2021

Feet
EXISTING MOWED PATH

EXISTING VEGETATION SHALL BE REMOVED TO PROVIDE ACCESS AND VIEWS TO THE MEADOW

EXISTING VEGETATION TO REMAIN

NEW PATH CONNECTION

EXISTING VEGETATION TO REMAIN

PLANT SCHEDULE

<table>
<thead>
<tr>
<th>SHRUBS</th>
<th>QTY</th>
<th>BOTANICAL NAME</th>
<th>COMMON NAME</th>
<th>SIZE</th>
</tr>
</thead>
<tbody>
<tr>
<td>CA2</td>
<td>9</td>
<td>Cornus stolonifera <code>Arctic Fire</code></td>
<td>Arctic Fire Dogwood</td>
<td>18 - 24&quot; SPD</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>GRASSES</th>
<th>QTY</th>
<th>BOTANICAL NAME</th>
<th>COMMON NAME</th>
<th>SIZE</th>
</tr>
</thead>
<tbody>
<tr>
<td>CA</td>
<td>15</td>
<td>Calamagrostis x acutiflora <code>Karl Foerster</code></td>
<td>Karl Foerster Feather Reed Grass</td>
<td>2 GAL.</td>
</tr>
<tr>
<td>DS</td>
<td>15</td>
<td>Deschampsia cespitosa <code>Schottland</code></td>
<td>Schottland Hair Grass</td>
<td>2 GAL.</td>
</tr>
<tr>
<td>PVS</td>
<td>6</td>
<td>Panicum virgatum <code>Shenandoah</code></td>
<td>Shenendoah Switch Grass</td>
<td>2 GAL.</td>
</tr>
<tr>
<td>SH</td>
<td>18</td>
<td>Sporobolus heterolepis</td>
<td>Prairie Dropseed</td>
<td>2 GAL.</td>
</tr>
</tbody>
</table>

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

A. TREE PLANTING

SCALE: 1/4" = 1'-0"

NOTES:
1. EXAMINE ENTIRE TREE AND REMOVE ALL NURSERY TAGS, ROPE, STRING, OR SURVEYORS TAPE TO PREVENT FUTURE GIRDLING.
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.
3. WIDTH OF TREE PIT SHALL BE 3 TIMES THE DIAMETER OF THE ROOT BALL, UNLESS TREE IS BEING PLANTED IN CONTINUOUS LANDSCAPE BEDS / PITS.

B. TREE STAKING LAYOUT

NO SCALE

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

C. SHRUB PLANTING

SCALE: 1/8" = 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. PERENNIAL PLANTING

N.T.S.
TRAFFIC SIGN SUMMARY SHEET

**Legend**
- **Sign Number**
- **Sign Station**
- **Remarks**

**Post Length**
- Wood Posts (LF)
- Steel Posts (FT)
- Aluminum Posts (FT)
- Flanged Channel Posts (FT)

**Post Sizes**
- Type 1
- Type 2

**Post Weights**
- Type 1
- Type 2

**Remarks**
- MOUNTED ON NEW POST
- MOUNTED ON EXISTING POST

**Sign Details**
- Panel Style: Street Name 4-3in.ssi (WOG)

**Signs**
- STOP
- Burlington Greenway

**Post Dimensions**
- Type 1
- Type 2

**Prepared by:**
- C.K. Ford

**Checked by:**
- E.P. Detrick

**Sheet 29 of 48**

**Project Name:** Burlington Bike Path Phase 3B

**File Name:** 58109tss.dgn

**Sheet Dimensions:** 2448.0x1584.0

**Plot Date:** 2/19/2021

**Design Firm:** VHB

**Printed by:**
- VHB

**Plot Sheet:** TRAFFIC SIGN SUMMARY SHEET

**INFORMATION FURNISHED ON THE SITE INDICATED**

**MOUNTED ON NEW POST**

**MOUNTED ON EXISTING POST**
BIKE PATH IDENTIFICATION SIGN DETAILS

NOT TO SCALE

1. BIKE PATH IDENTIFICATION SIGNS MUST COMPLY WITH WAYFINDING GUIDELINES
   FOUND AT: https://enjoyburlington.com/resources/brand-wayfinding-guidelines/

2. TEXT STYLE TO BE TITLE CASE WITH FONT "IDEAL SANS MEDIUM".
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 DETAILLED TRAFFIC CONTROL PLAN TO THE RESIDENT ENGINEER FOR APPROVAL. THE CONTRACTOR SHALL ALLOW AT LEAST TWO 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 THE 2018 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 FINAL 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 CONSTRUCTION. TRAFFIC CONTROL SIGNS SHALL BE ADJUSTED AT THE COMPLETION OF EACH CONSTRUCTION PHASE AS DIRECTED BY THE RESIDENT ENGINEER. SIGNING, AND OTHER SUPPORTING TRAFFIC CONTROL DEVICES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION. INSTALLING, MAINTAINING, ADJUSTING, MODIFYING, AND REMOVING THE TRAFFIC CONTROL DEVICES SHALL BE INCLUDED IN THE UNIT PRICE.

4. TRAFFIC CONTROL 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 WASHED 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 CONTROL SIGNS 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 THAT 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 DAILY.

8. TRAFFIC SHALL NOT BE CHANGED FROM ONE PHASE TO THE NEXT UNTIL ALL TEMPORARY TRAFFIC CONTROL DEVICES REQUIRED TO PROVIDE COMPLETE MANAGEMENT OF TRAFFIC. ANY SIGNS NOT INCLUDED IN THE FINAL STANDARD HIGHWAY SIGNS BOOK SHALL INCLUDE SIGN FACE DIMENSIONS AND LAYOUT.

9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING ALL SIGNAGE.

10. 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 AREA. INSTALLING, MAINTAINING, ADJUSTING, MODIFYING, AND REMOVING THE TEMPORARY CHAIN LINK FENCE IS INCLUDED IN THE UNIT PRICE.

THROUGHOUT CONSTRUCTION, INSTALLING, MAINTAINING, ADJUSTING, MODIFYING, AND REMOVING THE TRAFFIC CONTROL DEVICES SHALL BE INCLUDED IN THE UNIT PRICE. CONTRACT ITEM 641.10 "TRAFFIC CONTROL." Any conflicting temporary traffic controls shall be complete in the application of the final pavement markings.

SIGNING WORK REQUIRED FOR THE SUBSEQUENT PHASE IS COMPLETED. ANY CONFLICTING PAVEMENT MARKINGS SHALL BE WASHED 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.

EXISTING SIGNS SHALL REMAIN UNTIL THEY ARE NO LONGER REQUIRED. EXISTING SIGNS WHICH CONFLICT WITH TEMPORARY TRAFFIC CONTROL SIGNS 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.

ALL SIGNS SHALL BE LOCATED SO THAT THEY ARE VISIBLE AND ABLE TO BE READ BY THE TRAVELING PUBLIC. SIGNS SHALL BE INSTALLED SO AS NOT TO OBSTRUCT EXISTING SIGNS.

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<table>
<thead>
<tr>
<th>IDENTIFICATION NUMBER</th>
<th>SIDE OF SIGN Width (IN)</th>
<th>Height (IN)</th>
<th>TEXT</th>
<th>NUMBER OF SIGNS REQ'D</th>
<th>REMARKS</th>
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<tbody>
<tr>
<td>W4-34L</td>
<td>30</td>
<td>24</td>
<td>8</td>
<td>MOUNT BELOW THE SP-5</td>
<td></td>
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<tr>
<td>W4-35R</td>
<td>30</td>
<td>24</td>
<td>8</td>
<td>MOUNT BELOW THE SP-5</td>
<td></td>
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<tr>
<td>SP-1</td>
<td>30</td>
<td>24</td>
<td>17</td>
<td>MOUNT BELOW THE SP-5</td>
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<tr>
<td>SP-2</td>
<td>36</td>
<td>36</td>
<td>2</td>
<td>MOUNT ON SINGLE POST</td>
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</tr>
<tr>
<td>SP-4</td>
<td>36</td>
<td>36</td>
<td>2</td>
<td>MOUNT ON SINGLE POST</td>
<td></td>
</tr>
<tr>
<td>SP-5</td>
<td>30</td>
<td>18</td>
<td>33</td>
<td>MOUNT ON SINGLE POST</td>
<td></td>
</tr>
<tr>
<td>SP-6</td>
<td>48</td>
<td>36</td>
<td>7</td>
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</tr>
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<td>SP-7</td>
<td>30</td>
<td>24</td>
<td>1</td>
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<td>SP-7</td>
<td>30</td>
<td>24</td>
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<td>36</td>
<td>20</td>
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<td>M6-1</td>
<td>24</td>
<td>12</td>
<td>1</td>
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<td></td>
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<tr>
<td>M5-5</td>
<td>24</td>
<td>12</td>
<td>1</td>
<td>MOUNT BELOW THE SP-4</td>
<td></td>
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<tr>
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</tr>
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<td>SP-5</td>
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<td>10</td>
<td>33</td>
<td>MOUNT ON SINGLE POST</td>
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</tr>
<tr>
<td>SP-6</td>
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<td>36</td>
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</tr>
<tr>
<td>SP-7</td>
<td>30</td>
<td>24</td>
<td>1</td>
<td>MOUNT ON SINGLE POST</td>
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<td>SP-7</td>
<td>30</td>
<td>24</td>
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<td>2</td>
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<td>12</td>
<td>1</td>
<td>MOUNT BELOW THE SP-4</td>
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<tr>
<td>M5-5</td>
<td>24</td>
<td>12</td>
<td>1</td>
<td>MOUNT BELOW THE SP-4</td>
<td></td>
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<tr>
<td>W4-10</td>
<td>48</td>
<td>18</td>
<td>1</td>
<td>MOUNT BELOW THE SP-6</td>
<td></td>
</tr>
<tr>
<td>W4-10</td>
<td>48</td>
<td>18</td>
<td>4</td>
<td>MOUNT BELOW THE SP-6</td>
<td></td>
</tr>
</tbody>
</table>

**NOTES**

1. Colors for all temporary traffic control signs shall be black text and border on retroreflective fluorescent orange background.
2. Colors for the SP-1 to SP-6 signs shall be black text and border on retroreflective fluorescent orange background.
3. 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.
4. 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 may purchase.