

SOUTH WINOOSKI AVENUE / HOWARD STREET INTERSECTION IMPROVEMENTS

PROJECT LOCATION:

SCALE IN FEET

LOCATED AT THE INTERSECTION OF SOUTH WINOOSKI AVENUE AND HOWARD

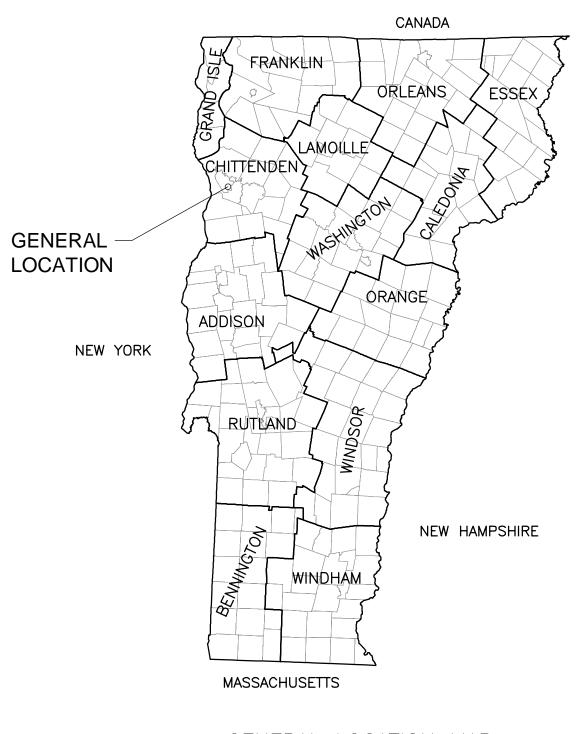
PROJECT DESCRIPTION: WORK TO BE PERFORMED U

OF EXISTING SIDEWALK, CURB, AND PAVEMENT MARKINGS, THE

CONSTRUCTION OF CURB EXTENSIONS (BULB-OUTS) WITH NEW CONCRETE

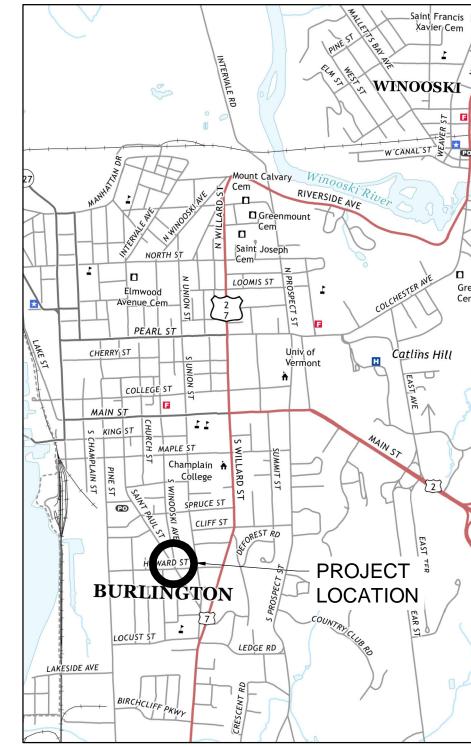
SIDEWALKS, AND THE RELOCATION OF CROSSWALKS AND SIGNS.

HOWARD 13+STREET 11+00HOWARD



GENERAL LOCATION MAP

NOT TO SCALE



CITY OF BURLINGTON CHAIR, TRUSTEES

PROJECT NAME : PROJECT NUMBER

APPROVED_

PROJECT LOCATION MAP

NOT TO SCALE

DRAWN BY | DATE

DATE _____

CHECKED BY
MAM
424731
PROJ. ENG.
LDC

D&K PROJECT #
424731

D&K ARCHIVE #

CITY OF

BURLINGTON,

VT

S. WINOOSKI AVE./ HOWARD STREET INTERSECTION

IMPROVEMENTS

SHEET TITLE

TITLE SHEET

LACONIA, NH

ISSUED FOR

CONSTRUCTION

SHEET NUMBER

G1.01

SURVEYED BY: DUBOIS & KING, INC. 2019

DATUM

VERTICAL: NAVD 86 (GEOID 12A)
HORIZONTAL: NAD 83 (2011) EPOCH 2010.0

DuBois EKing ... CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE 2018 VTRANS STANDARD SPECIFICATIONS FOR CONSTRUCTION. AS APPROVED OF BY THE FEDERAL HIGHWAY ADMINISTRATION, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS ARE INCORPORATED IN THE CONTRACT DOCUMENTS.

STARR

CALL EINGINEERIING (DRAWINGS (DWG (SWINOOSNI_HOWARD

GENERAL NOTES:

- 1. ALL CONSTRUCTION ACTIVITIES SHALL BE IN ACCORDANCE WITH THE VERMONT AGENCY OF TRANSPORTATION'S (VTRANS) STANDARD SPECIFICATIONS FOR CONSTRUCTION, 2018 EDITION, LATEST REVISIONS; VTRANS' STANDARD DRAWINGS FOR CONSTRUCTION.
- 2. THE CONTRACTOR SHALL NOT DISRUPT ANY EXISTING UTILITY SERVICE (PRIVATE OR PUBLIC) WITHOUT WRITTEN AUTHORIZATION FROM THE CITY OF BURLINGTON AND/OR UTILITY COMPANY.
- 3. SURFACE FEATURES SUCH AS SIGNS, FENCES, MAIL BOXES, PROPERTY CORNER MARKERS, ETC., ENCOUNTERED IN THE CONSTRUCTION OF THE PROJECT SHALL BE TAKEN DOWN, STORED AND RESET BY THE CONTRACTOR UNLESS OTHERWISE NOTED ON THE PLANS. THE COST OF REMOVING AND RESETTING ITEMS SHALL BE INCIDENTAL TO THE CONTRACT.
- 4. ALL UTILITY POLES ARE TO REMAIN UNDISTURBED UNLESS OTHERWISE NOTED IN THESE PLANS. REMOVAL OF UTILITY POLES WILL BE DONE BY OTHERS.
- 5. SUBSURFACE FEATURES SUCH AS ELECTRIC AND COMMUNICATION LINES, WATER LINES, SEWER LINES, STORM DRAIN AND CULVERTS, ETC., ENCOUNTERED IN THE CONSTRUCTION OF THE PROJECT SHALL BE PROTECTED, SUPPORTED, OR REMOVED AND REPLACED BY THE CONTRACTOR UNLESS OTHERWISE NOTED ON THE PLANS. WATER GATE BOXES AND SERVICE BOXES SHALL BE ADJUSTED TO FINAL GRADE. THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES AND/OR HIGHWAY DEPARTMENTS WHEN THE WORK INVOLVES THEIR RESPECTIVE FACILITIES.
- 6. THE CONTRACTOR SHALL CONTACT THE CITY OF BURLINGTON WATER AND SEWER DEPARTMENT, THE CITY OF BURLINGTON EXCAVATION INSPECTOR, "DIG SAFE" [1-888-DIG-SAFE (1-888-344-7233)] AND ALL AFFECTED UTILITY COMPANIES PRIOR TO PERFORMING ANY EXCAVATION, IN ACCORDANCE WITH DIG SAFE'S RULES OF NOTIFICATION. THE COST OF COORDINATING WITH DIG SAFE AND THE UTILITY COMPANIES SHALL BE INCIDENTAL TO ITEM 635.11, "MOBILIZATION/DEMOBILIZATION".
- 7. ANY SURFACE OR SUBSURFACE FEATURES DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE RESTORED TO A CONDITION AT LEAST EQUAL TO THAT IN WHICH THEY WERE FOUND IMMEDIATELY PRIOR TO THE BEGINNING OF CONSTRUCTION. ALL COSTS ASSOCIATED WITH THE RESTORATION SHALL BE AT THE CONTRACTORS SOLE EXPENSE.
- 8. TOPOGRAPHIC SURVEY WAS PERFORMED IN SOME AREAS BY DUBOIS & KING, INC., COMPLETED IN MARCH, 2019. REMAINING EXISTING CONDITIONS ARE APPROXIMATE AND ARE BASED OFF OF DIGITIZED ORTHOPHOTOS. DUBOIS & KING, INC. INCLUDES THIS INFORMATION WITHOUT WARRANTING ITS ACCURACY IN ANY WAY. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL DIMENSIONS, UTILITIES, AND CONFLICTS PRIOR TO CONSTRUCTION AND SHALL NOTIFY THE OWNER IN WRITING OF ANY DISCREPANCIES OR CONFLICTS INTERFERING WITH THE PROPOSED CONSTRUCTION AND APPROPRIATE REMEDIAL ACTION SHALL BE DETERMINED AND AGREED UPON BY THE OWNER OR OWNER'S REPRESENTATIVE BEFORE PROCEEDING WITH WORK.
- 9. ALL DIMENSIONS ARE HORIZONTAL AND VERTICAL, AND ARE GIVEN AT 68 DEGREES FAHRENHEIT, UNLESS NOTED OTHERWISE.
- 10. RESTORATION OF DISTURBED AREAS: RESTORE DISTURBED AREAS WITH 4" OF TOPSOIL, SEED AND MULCH, UNLESS THE RESIDENT ENGINEER DIRECTS THE USE OF SUITABLE EXCAVATED MATERIAL.
- 11. THIS PROJECT SHALL BE CONSTRUCTED IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT.
- 12. ALL SIGNAGE AND STRIPING SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) 2009 EDITION AND ITS LATEST REVISIONS.
- 13. REMOVAL OF EXISTING SIDEWALK AND PAVEMENT SHALL BE INCLUDED IN ITEM 203.15 COMMON FXCAVATION.
- 14. WHERE CONNECTIONS TO EXISTING DRAINAGE OR SANITARY STRUCTURES ARE REQUIRED, CUT NEATLY WITHOUT PERCUSSION INTO THE EXISTING STRUCTURE. THE MAXIMUM SIZE OF THE OPENING SHALL NOT EXCEED THE PIPE'S OUTER DIAMETER PLUS 3 INCHES. CONNECT THE NEW PIPE AND SEAL AROUND IT WITH CEMENT MORTAR.
- 15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING FIELD MEASUREMENTS OF ALL EXISTING CONDITIONS AFFECTING THE WORK. ANY DISCREPANCIES IN DIMENSIONS, CHARACTER OR EXTENT OF EXISTING FEATURE SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER BEFORE ADVANCING THE WORK. SHOP DRAWINGS REQUIRED FOR VARIOUS ITEMS OF THE WORK SHALL INDICATED THE ACTUAL FIELD MEASUREMENTS BY THE CONTRACTOR PRIOR TO SUBMITTAL FOR THE ENGINEER'S APPROVAL AND SHALL BE SO NOTED.
- 16. AN ON-SITE PRE-CONSTRUCTION MEETING SHALL BE HELD PRIOR TO ANY CONSTRUCTION ACTIVITY WITH THE CONTRACTOR, RESIDENT ENGINEER, CITY MANAGER AND AFFECTED LANDOWNERS IN ATTENDANCE.
- 17. ALL SIGNAGE AND STRIPING SHALL CONFORM TO THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) 2009 EDITION AND ITS LATEST REVISIONS.

VAOT STANDARDS:

STANDARD	DESCRIPTION	REVISION
C-3A C-3B C-10	SIDEWALK RAMPS SIDEWALK RAMPS AND MEDIAN ISLANDS CURBING	3-10-2008 3-10-2008 2-11-2008
D-11 D-13 D-15 D-16	STEEL OR IRON GRATES & COVERS (TYPE A) CONCRETE CATCH BASIN PRECAST REINF. CONC. MH—GRATES, CAST IRON GRATE WITH FRAME, TYPE D & E DRAINAGE DETAILS, INCLUDING DROP INLETS, IRON GRATE TYPE B&C, CONC END SECTIONS, ETC.	6-1-1994 1-3-2000 6-1-1994 3-3-2003
E-121 E-191 E-192 E-193	STANDARD SIGN PLACEMENT — CONVENTIONAL ROAD PAVEMENT MARKING DETAILS PAVEMENT MARKING DETAILS PAVEMENT MARKING DETAILS	8-8-1995 2-1-1999 10-12-2000 8-18-1995
T-1 T-2 T-10 T-28 T-29 T-45	TRAFFIC CONTROL GENERAL NOTES TRAFFIC SIGNS GENERAL NOTES CONVENTIONS ROADS CONSTRUCTION APPROACH SIGNING CONSTRUCTION SIGN DETAILS CONSTRUCTION SIGN DETAILS SQUARE TUBE SIGN POST AND ANCHOR	4-25-2016 4-25-2016 8-6-2012 8-6-2012 8-6-2012 1-2-2013

INDEX OF DRAWINGS

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G1.03 - LEGEND & SYMBOLS

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C1.02 - EXISTING CONDITIONS & DEMOLITION PLAN

C2.02 - SITE PLAN

C2.03 - GRADING PLAN

C2.04 - GRADING PLAN

C2.05 - GRADING PLAN

C2.06 - PAVEMENT MARKINGS & SIGNAGE PLAN

C2.07 - ESPC LEGEND AND NOTES SHEET

C2.08 - EROSION PROTECTION AND SEDIMENT CONTROL

C2.09 - EROSION PROTECTION AND SEDIMENT CONTROL

C2.10 - TRAFFIC CONTROL NOTES

C2.11 — TRAFFIC CONTROL PLAN

C3.01 - DETAILS

C3.02 - BIKEWAY MARKINGS SPEC SHEET



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RANDOLPH, VT
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PROFESSIONAL SEAL

ISSUED FOR CONSTRUCTION

			MAM LDC	ENTS MA	BEG MAM	BY CK'D
			ISSUED FOR CONSTRUCTION	MODIFIED PENINSULA PER CITY COMMENTS MAM LDC	ADDRESSED CITY COMMENTS	DESCRIPTION
			10/22/19	10/09/19	8/29/19	DATE
			3	2	-	NO.

CITY OF
BURLINGTON,
VT

S. WINOOSKI AVE./
HOWARD STREET
INTERSECTION
IMPROVEMENTS
SHEET TITLE

GENERAL NOTES

DRAWN BY	DATE
BEG	AUGUST 2019
CHECKED BY	D&K PROJECT#
MAM	424731
PROJ. ENG.	D&K ARCHIVE #
LDC	

SHEET NUMBER

31.02

GENERAL INFORMATION

SYMBOLOGY LEGEND NOTE

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

COMMON TOPOGRAPHIC POINT SYMBOLS

EXISTING	CODE	DESCRIPTION
POINT	CODE	DESCRIPTION
•	ВМ	BENCHMARK
_	BR	BIKE RACK
Ш	СВ	CATCH BASIN
Q	COMB	COMBINATION POLE
(E)	ЕМН	MANHOLE - ELECTRICAL
150x02	FFE	FINISH FLOOR ELEVATION
<	GUY	GUY WIRE
GV	GV	VALVE - GAS
	Н	TREE - HARDWOOD
\triangle	HVCTRL	HORIZ. & VERT CONTROL
	HYD	FIRE HYDRANT
O.	LI	LIGHT POLE
87	МВ	MAIL BOX
(PM)	РМ	PARKING METER
	S	TREE - SOFTWOOD
	SH	SHRUB
 0-	SIGN	SIGN - 1 POST
S	SMH	MANHOLE - SEWER
\bigcirc	ТМН	MANHOLE - TELEPHONE/COMMUNICATION
O	МН	MANHOLE - UNKNOWN
- 0- 0-	TSIGN	SIGN - 2 POST
w∨ ⊠	WV	VALVE - WATER
# <u>\$</u> 0	WSO	WATER SHUT-OFF
(W)	XWLK	CROSSWALK SIGNAL POLE

THESE ARE COMMON SURVEY POINT SYMBOLS FOR EXISTING FEATURES

PROPOS	ED	
POINT	CODE	DESCRIPTION
©		BOLLARD
B		CATCH BASIN
&		CLEANOUT
UH#		ELECTRICAL VAULT
GV ⊠		GATE VALVE
\nearrow		HYDRANT
(E)		MANHOLE - ELECTRICAL
•		MANHOLE - STORM DRAIN
XX		SOIL CELL
\$0\$ 0\$		LIGHT POLE
\bigcirc		MANHOLE - TELEPHONE/COMMUNICATION
P		PARKING METER KIOSK
		PULL BOX/HANDHOLD
-		SIGNS
×		WATER VALVE

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

POINT	CODE	DESCRIPTION

N/A

PROPOSED GEOMETRY CODES

CODE DESCRIPTION

PC POINT OF CURVATURE
PI POINT OF INTERSECTION
PT POINT OF TANGENCY
POB POINT OF BEGINNING
POE POINT OF ENDING
STA STATION PREFIX

UTILITY SYMBOLOGY

UNDERGROUND UTILITIES

PROPOSED

	POWER - MAIN (DUCT BANK)
———— UGS ————	POWER - SECONDARY
ST	STORM MAIN
———— UD ————	UNDERDRAIN
——— w ———— w ———	WATER LINE

ABOVE GROUND UTILITIES (AERIAL)

EXISTING

(15) 1110			
———— OHC ————	COMMUNICATION		
OHE	ELECTRIC		
OHE&C	ELECTRIC & COMMUNICATION		
——————————————————————————————————————	MISC. WIRE OR UNKNOWN		

PROJECT CONSTRUCTION SYMBOLOGY

PROJECT DESIGN & LAY	OUT SYMBOLOGY
MATCH LINE STA. X+XX: SEE NEXT SHEET	PLAN LAYOUT MATCH LINE

PROJECT CONSTRUCTION FEATURES

DEMOLITION OF EXISTING PAVEMENT/SIDEWALK/CURB
 PAVEMENT SAWCUT

CONVENTIONAL BOUNDARY SYMBOLOGY

BOUNDARY LINES

	APPROXIMATE R.O.W.
1+00	
— — — — — — — — — — — — — — — — — — —	ROADWAY BASELINE & STATIONING

EPSC LAYOUT PLAN SYMBOLOGY

EPSC MEASURES

	FILTER BAG
	FILTER FABRIC DROP INLET PROTECTION
	SILT FENCE
_ × _ ×	SILT FENCE WITH WOVEN WIRE
	STABILIZED CONSTRUCTION ENTRANCE
	STONE & DROP BLOCK INLET PROTECTION
	(SEE SHEETS ##### AND ##### FOR ADDITIONAL DETAIL)

ENVIRONMENTAL RESOURCES

N/A

ARCHEOLOGICAL & HISTORIC

N/A

CONVENTIONAL TOPOGRAPHIC SYMBOLS

EXISTING FEATURES

	BUILDING EXTERIOR
155	CONTOUR LINE (MAJOR)
— — — 154 — — —	CONTOUR LINE (MINOR)
	LIMITS OF TOPOGRAPHICAL SURVEY
	EDGE OF DRIVEWAY
	EDGE OF DRIVEWAY (CURBED)
	EDGE OF PAVEMENT
	EDGE OF PAVEMENT (CURBED)
	EDGE OF SIDEWALK
	PAVEMENT MARKING (DOUBLE)
	PAVEMENT MARKING (SINGLE)
	WALL - STONE

PROPOSED FEATURES

PROPOSED FEATURES	
— — 155 — — —	CONTOUR LINE (MAJOR)
— — 154 — — —	CONTOUR LINE (MINOR)
 >	SURFACE FLOWLINE
	EDGE OF DRIVEWAY
	EDGE OF DRIVEWAY (CURBED)
	EDGE OF PAVEMENT
	EDGE OF PAVEMENT (CURBED)
	EDGE OF SIDEWALK
	PAVEMENT MARKING (DOUBLE)
	PAVEMENT MARKING (SINGLE)
	BITUMINOUS ASPHALT
	CONCRETE SIDEWALK (5 INCH)
	DETECTABLE WARNING STRIP
	SIDEWALK RAMP
* * * * * * *	PROPOSED GRASS AREA



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PROFESSIONAL SEAL

ISSUED FOR CONSTRUCTION

			MAM LDC	MAM LDC	BEG MAM	BY CK'D
			ISSUED FOR CONSTRUCTION	MODIFIED PENINSULA PER CITY COMMENTS MAM	ADDRESSED CITY COMMENTS	DESCRIPTION
			10/22/19	10/09/19	8/29/19	DATE
			3	2	-	NO.

CITY OF BURLINGTON, VT

S. WINOOSKI AVE./
HOWARD STREET
INTERSECTION
IMPROVEMENTS
SHEET TITLE

LEGEND & SYMBOLS

DRAWN BY	DATE			
BEG	AUGUST 2019			
CHECKED BY	D&K PROJECT#			
MAM	424731			
PROJ. ENG.	D&K ARCHIVE #			
LDC				
SHEET NUMBER				

C103

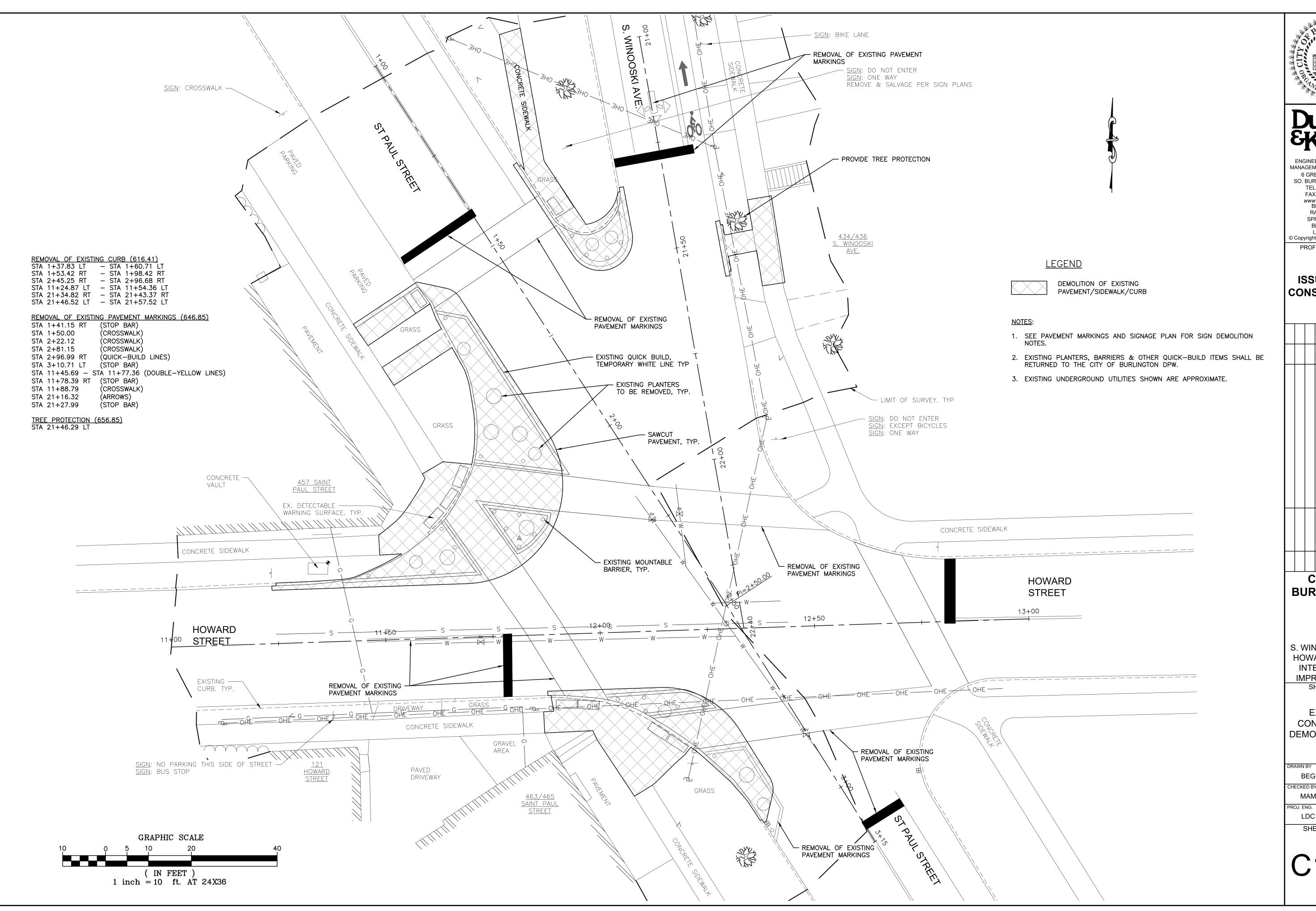
QUANTITY SHEET 1

		SUMMARY OF ESTIM	MATED QUANTIT	TIES		то	TALS	DESCRIPTIONS		DETAILED S	SUMMARY OF QUANTITIES	CIT	
					Initial Group	GRAND TOTAL	FINAL	UNIT	ITEM NUMBER ROUND	QUANTITIES UNIT	ITEMS	Tangan Tangan	VIZED FEB. 21 AB
					324	324		CY COMMON EXCAVATION	203.15				
					155	155		CY SUBBASE OF CRUSHED GRAVEL, FINE GRADED	301.26				JRas
					49	49		CY SUBBASE OF DENSE GRADED CRUSHED STONE	301.35			- EK	Ing
					1	1		CWT EMULSIFIED ASPHALT	404.65			ENGINE	ERING • PLANNING
					9	9		TON MARSHALL BITUMINOUS CONCRETE PAVEMENT	406.25			6 GRE	EERING • PLANNING • MENT • DEVELOPMEN REEN TREE DRIVE
					10	10		GAL WATER REPELLENT, SILANE	514.10			TEL:	RLINGTON, VT 05403 L: (802) 878-7661 X: (866) 783-7101
					300	300		LF CAST-IN-PLACE CONCRETE CURB, TYPE B	616.28			www B	w.dubois-king.com BRANDON, VT RANDOLPH, VT
					207	207		LF REMOVAL OF EXISTING CURB	616.41			 SPF	PRINGFIFI D. VT
					146	146		SY PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH	618.10				BEDFORD, NH LACONIA, NH nt 2019 Dubois & King I
					98	98		SF DETECTABLE WARNING SURFACE	618.30				FESSIONAL SEAL
					1	1		LS MOBILIZATION/DEMOBILIZATION	635.11				·IIED EOD
					1	1		LS TRAFFIC CONTROL, ALL-INCLUSIVE	641.11			• • • • • • • • • • • • • • • • • • •	SUED FOR STRUCTION
					235	235		LF 4 INCH YELLOW LINE, WATERBORNE PAINT	646.2111				
					37	37		LF 6 INCH WHITE LINE, WATERBORNE PAINT	646.2141				
					90	90		LF 24 INCH STOP BAR, WATERBORNE PAINT	646.261				L L L L L L L L L L L L L L L L L L L
					3	3		EACH LETTER OR SYMBOL, WATERBORNE PAINT	646.301				M W W W BEG
					400	400		LF CROSSWALK MARKING, WATERBORNE PAINT	646.311				SLZ
					1626	1626		SF REMOVAL OF EXISTING PAVEMENT MARKINGS	646.85				WWE 2
					14	14		LB SEED	651.15				NSTRUCTION ER CITY COMP
					27	27		LB FERTILIZER	651.18				VSTRU COMM
					29	29		CY TOPSOIL	651.35				R COI
					1	1		TON HAYMULCH	653.10				D FO
					1	1		EACH INLET PROTECTION DEVICE, TYPE II	653.41				ISSUED FOTE IS ADDRESSED
					1	1		LS TREE PROTECTION	656.85				A A
					16	16		SF TRAFFIC SIGN, TYPE A	675.20				×
					47	47		LF SQUARE TUBE SIGN POST AND ANCHOR	675.341				2/19
					4	4		EACH REMOVING SIGNS	675.50				10/2;
					3	3		EACH RESETTING SIGNS	675.60				
					247	247		SF SPECIAL PROVISION (GREEN BACKED LANE SYMBOL)	900.670				
													CITY OF RLINGTON
													VT
												S. WIN	NOOSKI AVE 'ARD STREET
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						10/22/19	61/60/01	61/67/8	DATE
						ISSUED FOR CONSTRUCTION	MODIFIED PENINSULA PER CITY COMMENTS	ADDRESSED CITY COMMENTS	DESCRIPTION
						MAM	MAM	BEG	ВУ
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PROFESSIONAL SEAL

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CITY OF BURLINGTON, VT

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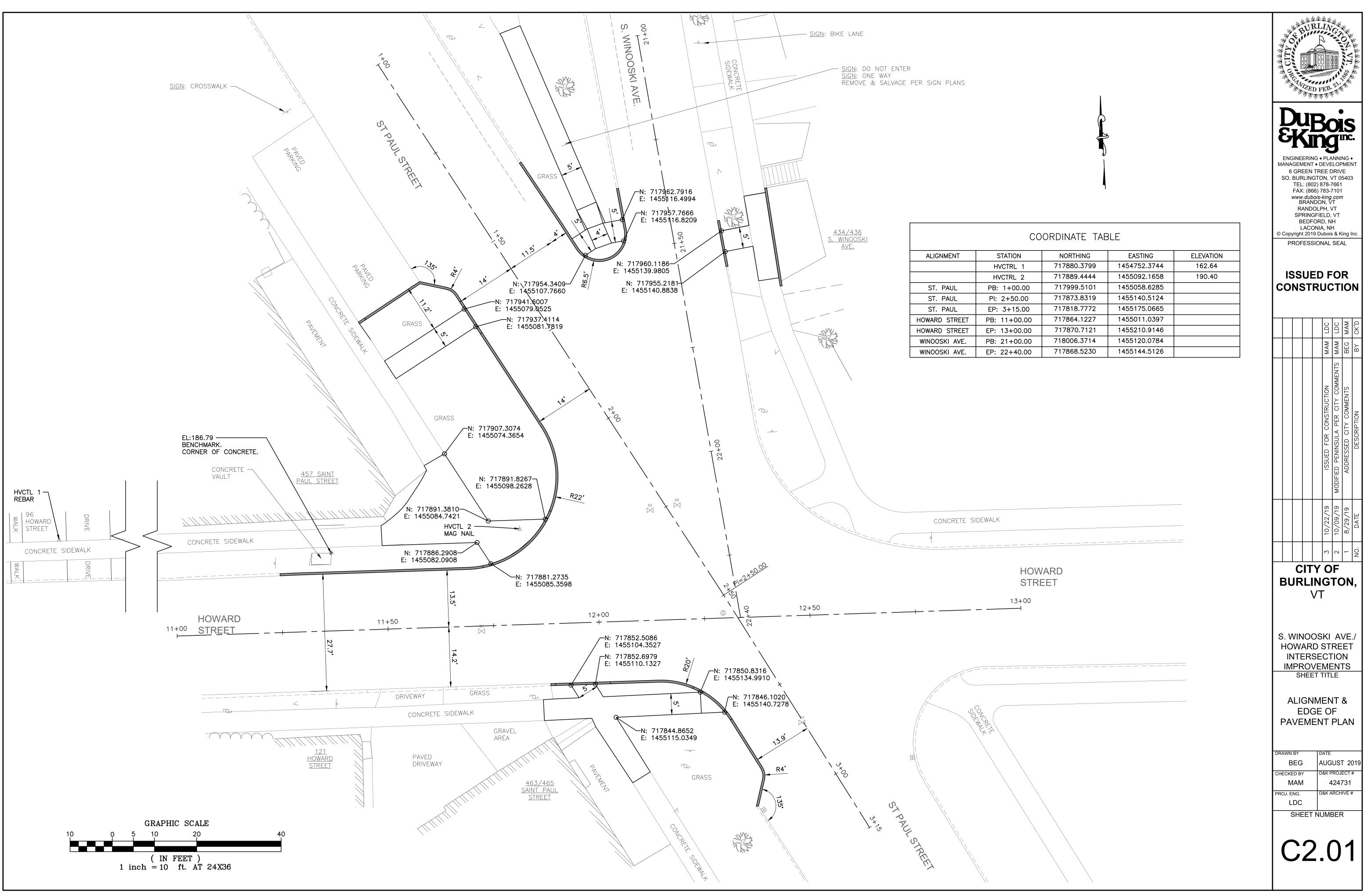
EXISTING
CONDITIONS &
DEMOLITION PLAN

2.02.	27112
BEG	AUGUST 2019
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MAM	424731
PROJ. ENG.	D&K ARCHIVE #

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C1.02





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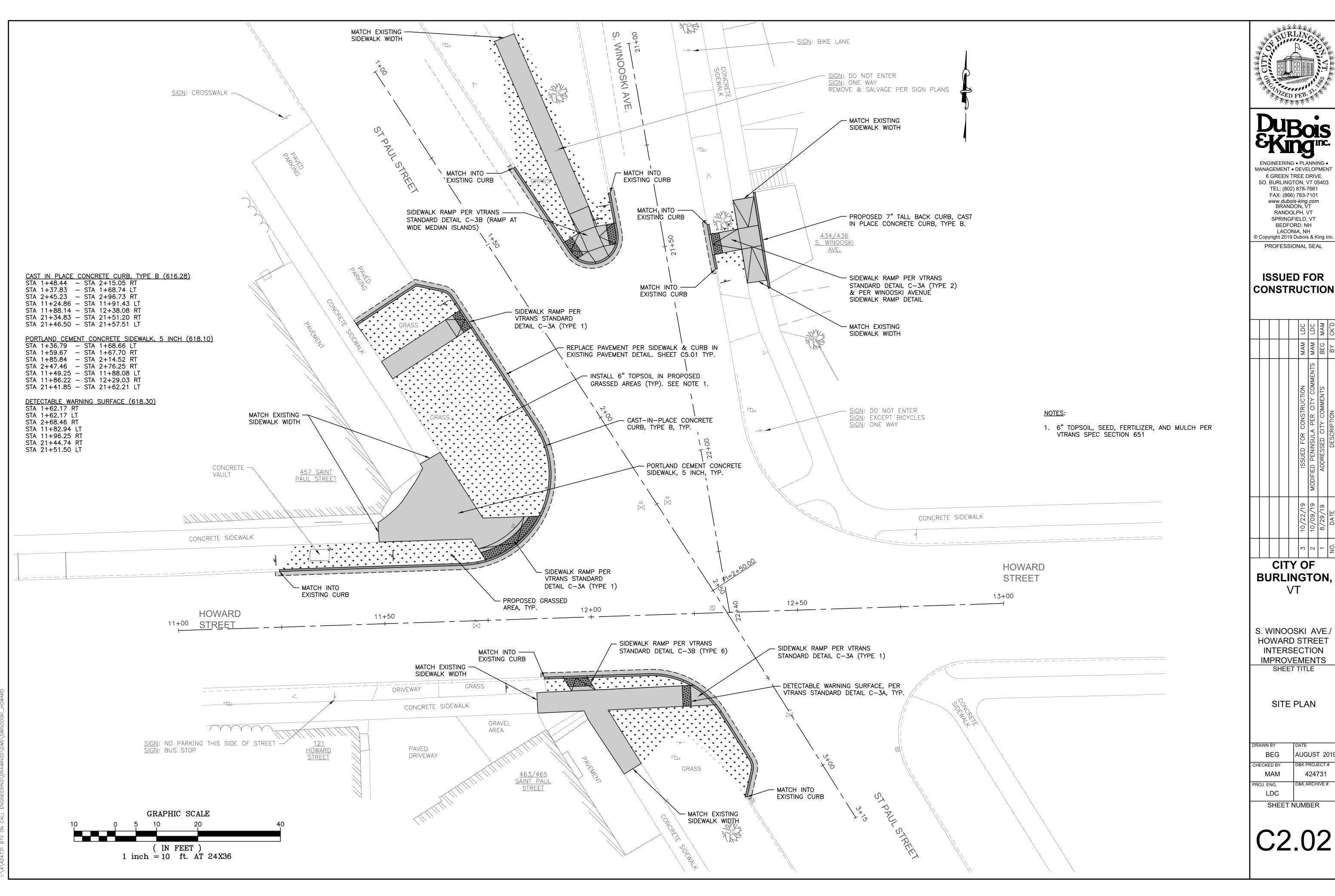
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			19 SSUED FOR CONSTRUCTION	19 MODIFIED PENINSULA PER CITY COMMENTS MAM LDC	9 ADDRESSED CITY COMMENTS	DESCRIPTION	
			MAM	MAM	BEG	ВУ	
			MAM LDC		BEG MAW	BY CK'D	

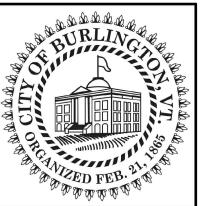
VT

S. WINOOSKI AVE./ **HOWARD STREET** INTERSECTION **IMPROVEMENTS** SHEET TITLE

ALIGNMENT & EDGE OF PAVEMENT PLAN

DRAWN BY	DATE			
BEG	AUGUST 2019			
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LDC				
SHEET NUMBER				





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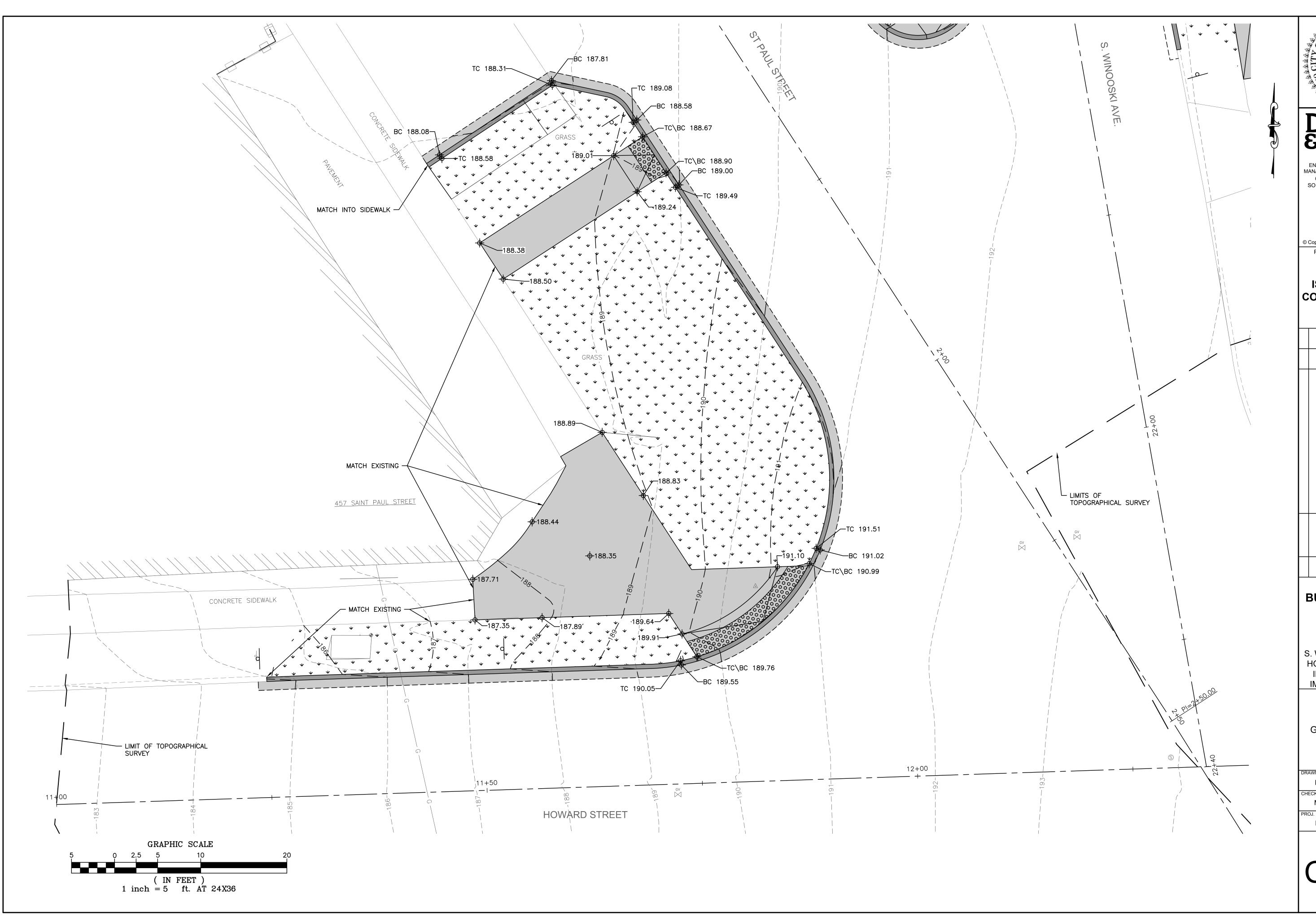
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0	ВУ	DESCRIPTION	
2	BEG	ADDRESSED CITY COMMENTS	
1	MAM	MODIFIED PENINSULA PER CITY COMMENTS MAM	M
_	MAM	ISSUED FOR CONSTRUCTION	

CITY OF BURLINGTON, VT

S. WINOOSKI AVE./ **HOWARD STREET** INTERSECTION **IMPROVEMENTS** SHEET TITLE

SITE PLAN

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ISSUED FOR CONSTRUCTION

			CTION MAM LDC	Y COMMENTS MAM	ENTS BEG MAM	0,//0 / /0
			ISSUED FOR CONSTRUCTION	MODIFIED PENINSULA PER CITY COMMENTS MAM LDC	ADDRESSED CITY COMMENTS	MOITGIGOSJA
			10/22/19	10/09/19	8/29/19	D A TE
			3	2	-	ON

CITY OF BURLINGTON, VT

S. WINOOSKI AVE./ HOWARD STREET INTERSECTION IMPROVEMENTS
SHEET TITLE

GRADING PLAN

DRAWN BY	DATE					
BEG	AUGUST 2019					
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MAM	424731					
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DuBois EKing Inc.

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PROFESSIONAL SEAL

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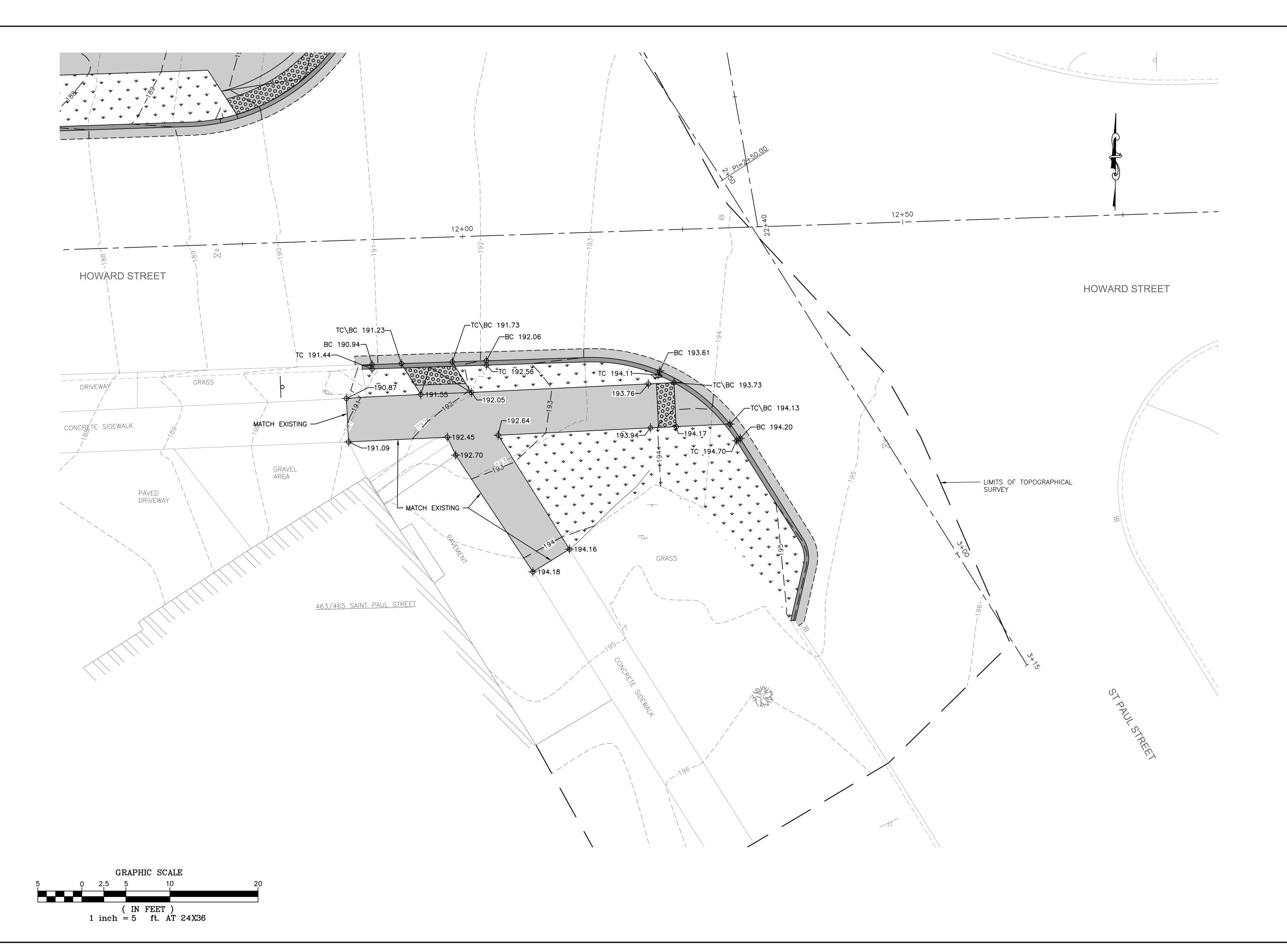
CITY OF BURLINGTON, VT

S. WINOOSKI AVE./
HOWARD STREET
INTERSECTION
IMPROVEMENTS
SHEET TITLE

GRADING PLAN

DRAWN DI	DATE
BEG	AUGUST 2019
CHECKED BY	D&K PROJECT#
MAM	424731
PROJ. ENG.	D&K ARCHIVE #
LDC	
	BEG CHECKED BY MAM PROJ. ENG.

SHEET NUMBER





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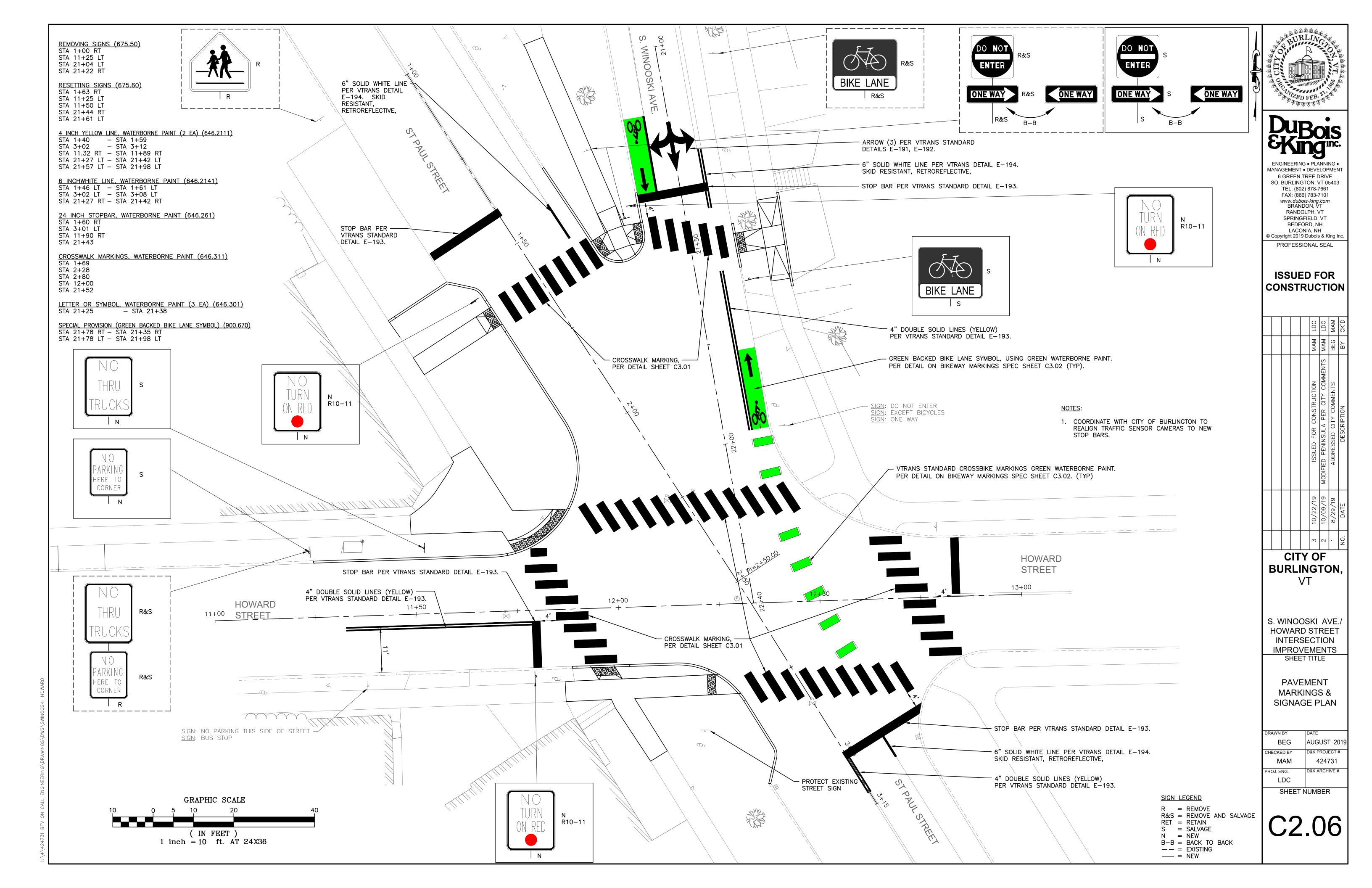
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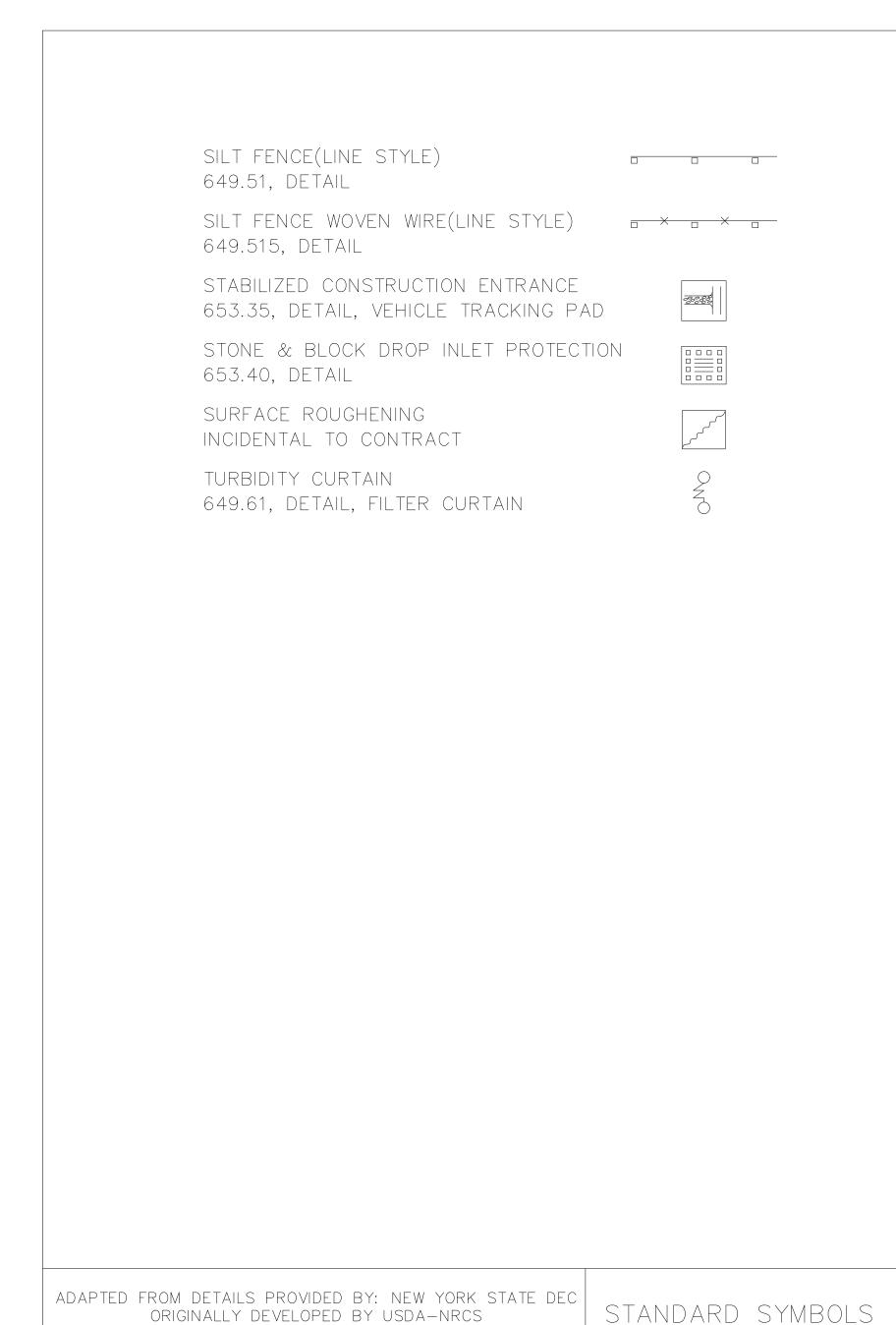
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ORIGINALLY DEVELOPED BY USDA-NRCS

VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION



- 1. PREPARE A SITE SPECIFIC EROSION AND SEDIMENTATION CONTROL PLAN. RISK ASSESSMENT FOR THIS PLAN SHALL BE BASED UPON "LOW RISK SITE HANDBOOK FOR EROSION PREVENTION AND SEDIMENT CONTROL" BY THE VERMONT AGENCY OF NATURAL RESOURCES FOR THE DESIGN/IMPLEMENTATION OF EROSION CONTROL MEASURES. PREPARATION AND MAINTENANCE OF THIS PLAN SHALL NOT BE PAID SEPARATELY BUT SHALL BE INCIDENTAL TO ITEM 635.11 - "MOBILIZATION" WITH THE EXCEPTION OF EROSION CONTROL ITEMS FOUND ON THE QUANTITY SHEET.
- 2. TEMPORARY EROSION CONTROL MEASURES ARE REQUIRED THROUGHOUT THE CONSTRUCTION PERIOD AND UNTIL THE PROJECT HAS BEEN COMPLETED.
- 3. TEMPORARY EROSION CONTROL MEASURES ARE CONCEPTUALLY SHOWN. THE CONTRACTOR MAY RELOCATE TEMPORARY MEASURES TO IMPROVE EROSION CONTROL WITH APPROVAL OF THE ENGINEER AND ON SITE COORDINATOR. SILT FENCE SHALL NOT BE INSTALLED ACROSS CONTOURS
- 4. ENSURE THAT ALL WORKERS UNDERSTAND THE PROVISIONS OF THE EROSION AND SEDIMENT CONTROL PLAN AS WELL AS THE INTENT OF THE MEASURES AND THE POSSIBLE NEED FOR ADDITIONAL MEASURES SHOULD UNEXPECTED CONDITIONS ARISE.
- 5. DISTURBED ARES WITH POTENTIAL TO DISCHARGE SEDIMENT-LADEN WATER INTO THE SEWER SYSTEM OR OFF THE SITE MUST BE PROTECTED WITH TEMPORARY EROSION CONTROL MEASURES (E.G., SILT FENCE) AT THE COMPLETION OF EACH WORK DAY.
- 6. ALL STOCKPILES SHALL BE SURROUNDED BY SILT FENCE AT THE END OF EACH WORK DAY AND PRIOR TO ANY PRECIPITATION EVENT.
- 7. EXISTING VEGETATION IS TO REMAIN UNDISTURBED TO THE EXTEND POSSIBLE
- 8. ALL DISTURBED AREAS SHALL BE REVEGETATED AS QUICKLY AS POSSIBLE. PERMANENT OR TEMPORARY COVER MUST BE IN PLACE BEFORE THE GROWING SEASON ENDS. NO DISTURBED AREA SHALL BE LEFT EXPOSED DURING WINTER MONTHS.
- 9. ONCE DISTURBED ARES HAVE BEEN STABILIZED AND VEGETATION IS ESTABLISHED, ALL TEMPORARY EROSION CONTROL MEASURES SUCH AS SILT FENCE SHALL BE REMOVED. AREAS DISTURBED BY REMOVAL OF THESE MEASURES SHALL BE IMMEDIATELY SEEDED AND MULCHED.
- 10. AN AREA IS CONSIDERED "STABLE I" IF ONE OF THE FOLLOWING HAS OCCURRED:
 - -BASE COURSE GRAVELS HAVE BEEN INSTALLED IN AREAS THE BE PAVED:
 - A MINIMUM OF 85% VEGETATED GROWTH HAS BEEN ESTABLISHED;
 - A MINIMUM OF 3" OF NON-EROSIVE MATERIAL (SUCH AS STONE FILL) HAS BEEN INSTALLED;
- -EROSION CONTROL FABRIC BEEN PROPERLY INSTALLED
- 11. REFER TO ESPC DETAIL SHEETS 1,2 FOR ADDITIONAL DETAILS.





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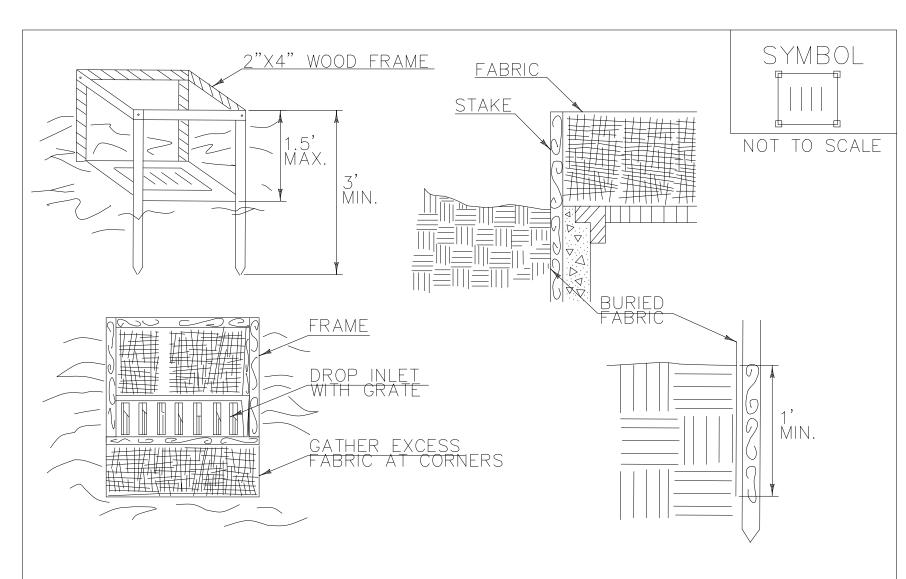
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CITY OF BURLINGTON, VT

S. WINOOSKI AVE./ HOWARD STREET INTERSECTION **IMPROVEMENTS** SHEET TITLE

ESPC LEGEND AND **NOTES SHEET**

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CONSTRUCTION SPECIFICATIONS

- 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
- \mid 6. A 2" \times 4" WOOD FRAME SHALL BE COMPLETED AROUND THE CREST OF THE FABRIC FOR OVER FLOW STABILITY.
- 7. MAXIMUM DRAINAGE AREA 1 ACRE

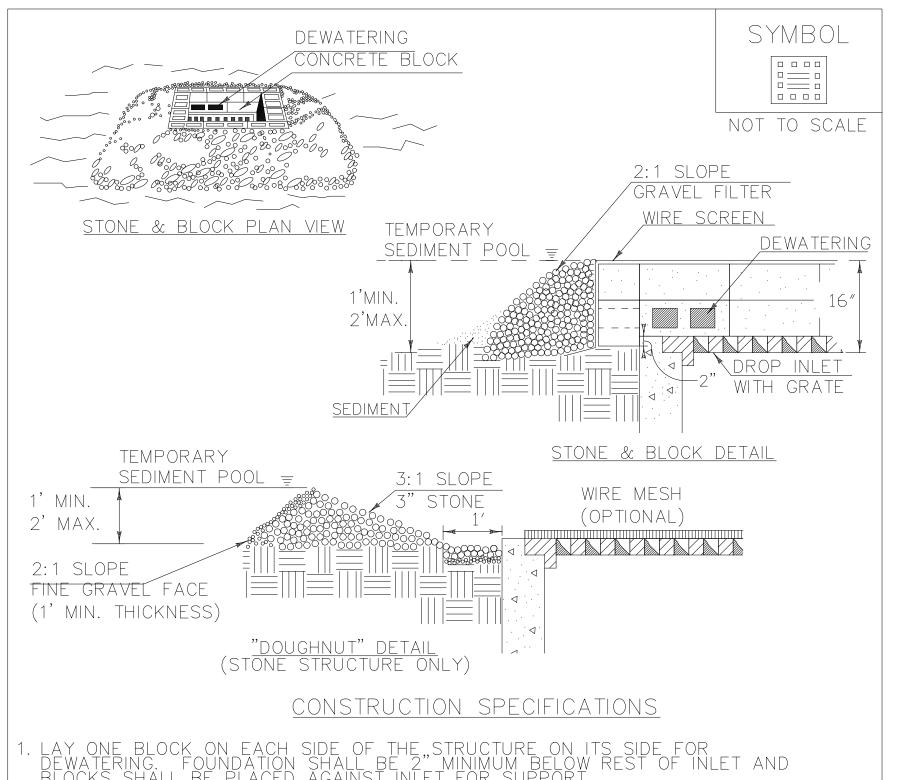
ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC ORIGINALLY DEVELOPED BY USDA-NRCS VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

FILTER FABRIC DROP INLET PROTECTION

NOTES: REFER TO "THE VERMONT STANDARDS & SPECIFICATIONS FOR EROSION PREVENTION & SEDIMENT CONTROL -2006- "FROM REVISIONS 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).

MARCH 7, 2008 JANUARY 13, 2009 WHF



- WIRE MESH SHALL BE PLACED OVER BLOCK OPENINGS
- $_3$ use clean stone or gravel "- \emph{f} " in diameter placed 2" below top of the block on a 2:1 slope or flatter.
- 5. MAXIMUM DRAINAGE AREA 1 ACRE

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

INLET PROTECTION

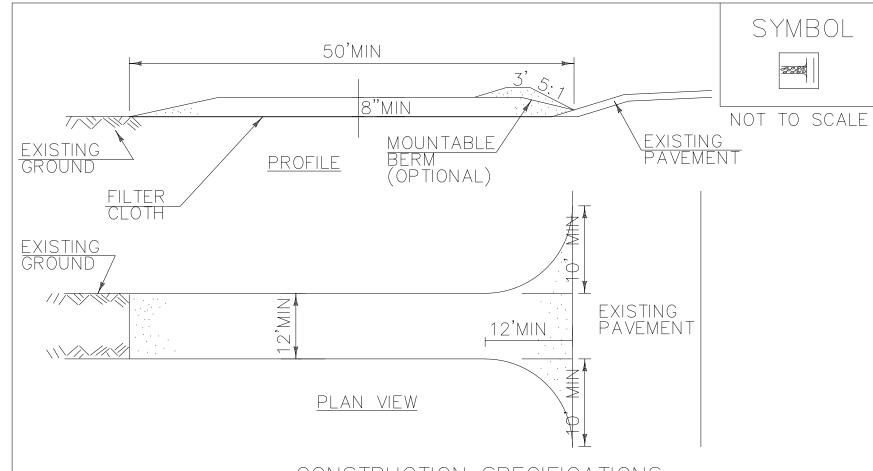
NOTES:

REFER TO "THE VERMONT STANDARDS & SPECIFICATIONS FOR EROSION PREVENTION & SEDIMENT CONTROL -2006- "FROM REVISIONS

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).

MARCH 6, 2008 WHF JANUARY 13, 2009 WHF



CONSTRUCTION SPECIFICATIONS

- 1. STONE SIZE- USE 1-4" STONE, RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
- 2. LENGTH- NOT LESS THAN 50' (EXCEPT ON A SINGLE RESIDENCE LOT WHERE A 30' MINIMUM LENGTH APPLIES).
- 3. THICKNESS- NOT LESS THAN 8".
- 4. WIDTH- 12' MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS. 24' IF SINGLE ENTRANCE TO SITE.
- 5. GEOTEXTILE MUST BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING STONE.
- 6. SURFACE WATER- ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED BENEATH THE ENTRANCE. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5:1 SLOPES WILL BE PERMITTED.
- MAINTENANCE THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY, ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
- 8. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
- 9. PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED ACCORDING TO PERMIT REQUIREMENTS.

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

STABILIZED CONSTRUCTION ENTRANCE

JANUARY 13, 2009

NOTES:

REFER TO "THE VERMONT STANDARDS & SPECIFICATIONS FOR EROSION PREVENTION & SEDIMENT CONTROL -2006- "FROM REVISIONS THE VT AGENCY OF NATURAL RESOURCES FOR ADDITIONAL MARCH 24, 2008 GUIDANCE.

THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 653 FOR VEHICLE TRACKING PAD (PAY ITEM 653.35) OR AS SPECIFIED IN THE CONTRACT.

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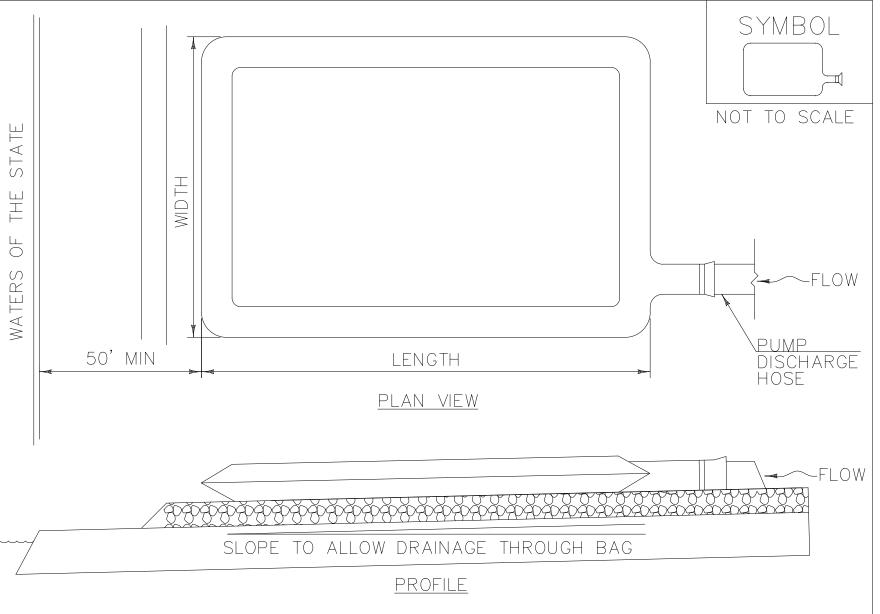
S. WINOOSKI AVE./ HOWARD STREET INTERSECTION **IMPROVEMENTS** SHEET TITLE

BURLINGTON,

VT

EROSION PROTECTION AND SEDIMENT CONTROL

DRAWN BY	DATE				
BEG	AUGUST 2019				
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CONSTRUCTION SPECIFICATIONS

- 1. THE PRIMARY PURPOSE OF FILTER BAG IS TO RETAIN SILT, SAND, AND FINES DURING DEWATERING OPERATIONS.
- 2. FILTER BAGS SHALL BE INSTALLED ON A VEGETATED SLOPE GRADED TO ALLOW INCOMING WATER TO FLOW THROUGH THE BAG.
- 3. FILTER BAGS MAY ALSO BE PLACED ON COARSE AGGREGATE, STONE, OR HAYBALES TO INCREASE FILTRATION EFFICIENCY.
- 4. FILTER BAGS SHALL BE LOCATED A MINIMUM OF 50' FROM WATERS OF THE STATE UNLESS OTHERWISE APPROVED BY THE ENGINEER.
- 5. THE NECK OF THE FILTER BAG SHALL BE STRAPPED TIGHTLY TO THE DISCHARGE HOSE.
- 6. A FILTER BAG IS FULL WHEN IT NO LONGER CAN EFFICIENTLY FILTER SEDIMENT OR ALLOW WATER TO PASS AT A REASONABLE RATE.
- 7. FILTER BAG SHALL BE DISPOSED OF AS APPROVED IN THE EPSC PLAN OR AS DIRECTED BY THE ENGINEER.

FILTER BAG

NOTES:

REFER TO "THE VERMONT STANDARDS & SPECIFICATIONS FOR EROSION PREVENTION & SEDIMENT CONTROL —2006—" FROM THE VT AGENCY OF NATURAL RESOURCES FOR ADDITIONAL MARCH 24 GUIDANCE.

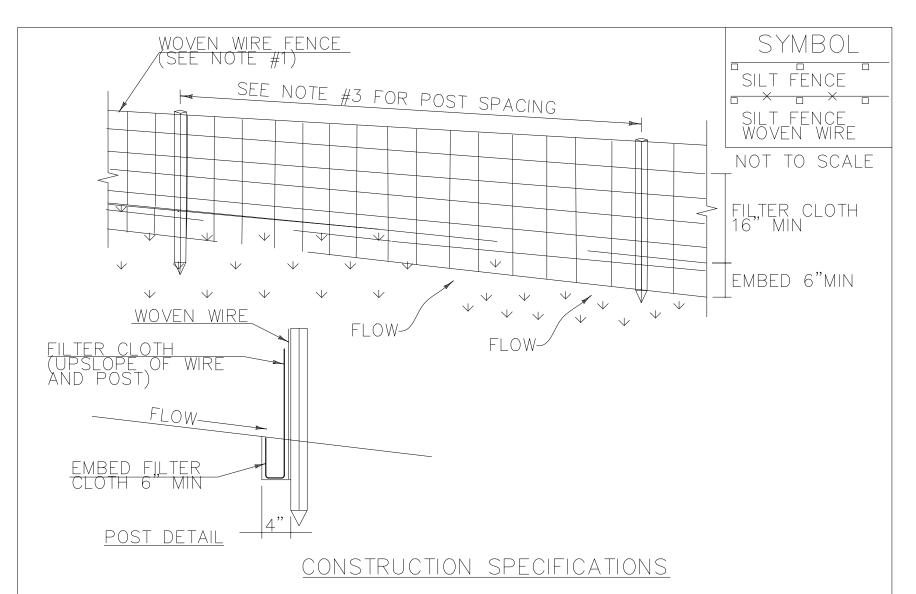
THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 653 FOR FILTER BAG (PAY ITEM 653.45) AND AS SPECIFIED IN THE CONTRACT.

REVISIONS

MARCH 24, 2008 WHF

JANUARY 13, 2009 WH





- 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

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 649 AND AS SHOWN IN THE PLANS FOR GEOTEXTILE FOR SILT FENCE (PAY ITEM 649.51) OR GEOTEXTILE FOR SILT FENCE, WOVEN WIRE REINFORCED (PAY ITEM 649.515).

REVISIONS	·)	
MARCH 2	1, 2008	WHF
DECEMBER	R 11, 2008	WHF
JANUARY	13, 2009	WHF





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S. WINOOSKI AVE./ HOWARD STREET INTERSECTION

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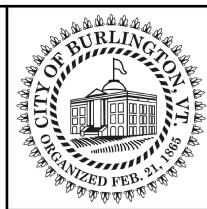
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CORRIDOR TRAFFIC CONTROL NOTES

- 1. THE CONTRACTOR SHALL SUBMIT A SITE SPECIFIC TRAFFIC CONTROL PLAN PER SUBSECTION 105.03 TO THE ENGINEER. CONSTRUCTION OPERATIONS SHALL NOT COMMENCE UNTIL THE PLAN HAS BEEN APPROVED BY THE ENGINEER. THE CONTRACTOR SHALL INCLUDE A CONSTRUCTION SIGN PACKAGE FOR EXPECTED LANE CLOSURES, WORK ZONE SPEED REDUCTIONS AND PEDESTRIAN ACCESS. THE COST OF PREPARING THIS PLAN (AND MAKING CHANGES IF NECESSARY) WILL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 641.10, "TRAFFIC CONTROL". THE TRAFFIC CONTROL PLAN SHALL BE IN COMPLIANCE WITH VTRANS STANDARDS AND THE LATEST EDITION OF THE MUTCD SHALL GOVERN.
- 2. THE BID PRICE FOR "TRAFFIC CONTROL", ITEM 641.10, SHALL INCLUDE ALL OF THE FOLLOWING, AS NEEDED: APPROACH AND ON-PROJECT CONSTRUCTION SIGNING, PORTABLE ARROW BOARDS, BARRELS, CONES, BARRICADES, TEMPORARY REGULATORY AND WARNING SIGNS, AND POSTS AS DETAILED IN VTRANS STANDARDS. ALL ADJUSTING, RELOCATING, AND REMOVING OF THESE DEVICES AS DIRECTED BY THE ENGINEER SHALL ALSO BE INCLUDED. THE FOLLOWING ITEMS WILL BE PAID FOR SEPARATELY: 630.15 FLAGGERS.
- 3. BARRELS, CONES, TEMPORARY TRAFFIC BARRIERS, AND ENERGY ABSORPTION ATTENUATORS SHALL BE USED TO CLEARLY DEFINE THE TRAVEL SPACE AND PROVIDE SEPARATION FROM THE WORK SPACE ALONG ITS ENTIRE LENGTH. REFLECTORIZED CONES WILL BE USED TO DELINEATE COMMERCIAL DRIVES WITHIN THE WORK ZONE.
- 4. THE CONTRACTOR SHALL PROVIDE FLAGGERS FOR ONE LANE TRAFFIC CONTROL, AND AT LOCATIONS WHERE SIGHT DISTANCES ARE IMPAIRED BY CONSTRUCTION OPERATIONS OR OTHER SITUATIONS.
- 5. FLAGGERS SHALL BE REQUIRED TO USE TWO-WAY RADIOS, WALKIE-TALKIES OR OTHER FORMS OF ENHANCED COMMUNICATION WHEN ONE FLAGGER IS NOT VISIBLE TO THE OTHER, OR IF THE ENGINEER DEEMS IT NECESSARY.
- 6. STOP/SLOW PADDLES SHALL BE USED FOR ALL FLAGGING, AND SHALL CONFORM TO THE REQUIREMENTS SET FORTH IN THE MUTCD.
- 7. A MINIMUM LANE WIDTH OF 10 FT. SHALL BE MAINTAINED.
- 9. THE CONTRACTOR SHALL PROVIDE ACCESS THROUGH THE WORK ZONE AND MAINTAIN ACCESS TO ALL PROPERTIES FOR EMERGENCY VEHICLES AT ALL TIMES OR COORDINATE EMERGENCY ROUTES.
- 10. THE CONTRACTOR SHALL NOT PARK EQUIPMENT OR STORE MATERIAL WHERE IT IS DEEMED BY THE ENGINEER TO BE A SAFETY HAZARD.
- 11. ACCESS TO ALL COMMERCIAL AND MUNICIPAL PROPERTIES SHALL BE MAINTAINED DURING BUSINESS HOURS. ACCESS TO RESIDENTIAL PROPERTIES MAY BE RESTRICTED FOR A SHORT DURATION (A FEW HOURS). THIS WORK SHALL BE COORDINATED WITH THE OWNER/TENANT. COORDINATE MAJOR WORK ON COMMERCIAL OR MUNICIPAL ACCESSES WITH THE OWNER AT LEAST ONE WEEK PRIOR TO STARTING THE WORK. ALL ACCESSES SHALL ALSO BE KEPT FREE OF WORK AND TRAFFIC CONTROLLED BY UNIFORMED TRAFFIC OFFICERS OR FLAGGERS AS REQUIRED BY THE ENGINEER.
- 13. SEE VAOT STANDARD T-10 FOR ADDITIONAL SIGN PLACEMENT DETAILS.
- 14. TRAFFIC SHALL NOT BE CHANGED FROM ONE TRAFFIC PATTERN TO THE NEXT TRAFFIC PATTERN UNTIL SIGNING WORK IS COMPLETED.
- 15. THE CURRENT EDITION OF THE MUTCD AND ITS LATEST REVISIONS SHALL BE THE STANDARD FOR ALL TRAFFIC CONTROL DEVICES. EXISTING SIGNS AND MARKINGS SHALL BE VALID UNTIL SUCH TIME AS THEY ARE REPLACED OR RECONSTRUCTED. WHEN NEW TRAFFIC CONTROL DEVICES ARE ERECTED OR PLACED, OR EXISTING TRAFFIC CONTROL DEVICES ARE REPLACED OR REPAIRED, THE EQUIPMENT, DESIGN, METHOD OF INSTALLATION, PLACEMENT OR REPAIR SHALL CONFORM WITH SUCH STANDARDS.
- 16. NO CONSTRUCTION SIGNS SHALL BE INSTALLED AS TO INTERFERE OR OBSTRUCT THE VIEW OF EXISTING TRAFFIC CONTROL DEVICES, STOPPING SIGHT DISTANCE, AND CORNER SIGHT DISTANCE FROM DRIVES AND TOWN HIGHWAYS.
- 17. ALL PERMANENT SIGNS THAT CONFLICT WITH TEMPORARY TRAFFIC CONTROL SHALL BE COMPLETELY COVERED, THE PAYMENT FOR WHICH SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 641.10 TRAFFIC CONTROL.
- 18. CONSTRUCTION SIGNS SHALL BE IN NEW OR LIKE NEW CONDITION PER VAOT STANDARDS.
- 19. FOR TRAFFIC CONTROL GENERAL NOTES, SEE VAOT STANDARD T-1.
- 20. DIAMOND SHAPED SIGNS SHALL BE 36"X36" WITH BLACK TEXT AND BORDER ON A RETROREFLECTIVE FLUORESCENT ORANGE BACKGROUND.
- 21. ACCOMMODATIONS FOR POSTAL DRIVERS, NEWSPAPER ROUTES, DELIVERY SERVICES AND/OR TRASH SERVICES THAT ARE INTERRUPTED BY THE PROJECT OR DETOUR SHALL BE COORDINATED BY THE CONTRACTOR.
- 22. IF USED, ROADWAY FLAGGER PERSONNEL WILL BE USED TO HOLD AND RELEASE TRAFFIC. ROADWAY FLAGGERS WILL HAVE RECEIVED 4 HOURS OF TRAINING AND SHALL BE CERTIFIED PRIOR TO PERFORMING WORK ON THE PROJECT AND SHALL USE MUTCD COMPLIANT HIGH VISIBILITY APPAREL, SIGN PADDLES, AND TWO WAY RADIOS FOR COMMUNICATION.
- 23. ALTHOUGH THERE ARE NO KNOWN SCHOOL BUS STOP LOCATIONS LOCATED WITHIN THE PROJECT SITE, WHEN SCHOOL IS IN SESSION SCHOOL BUS STOP ACCOMMODATIONS ARE REQUIRED. LOCATIONS SHALL BE COORDINATED WITH THE LOCAL SCHOOL TRANSPORTATION COORDINATOR.
- 24. THE CONTRACTOR SHALL PROVIDE BARRICADES BETWEEN THE PROJECT AND TRAVELED PORTION OF THE ROADWAY WHILE CONSTRUCTION FOR THE STORMWATER SYSTEM IS UNDERWAY OR IF OPEN EXCAVATION IS ADJACENT TO TRAVEL LANES.
- 25. SIGN LOCATIONS ARE APPROXIMATE. THE EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD BY THE CONTRACTOR AND SHALL MEET MUTCD REQUIREMENTS.
- 26. WHEN TYPE III BARRICADES ARE USED NEAR DRIVEWAYS OR INTERSECTIONS, THEY SHALL BE PLACED IN SUCH A WAY AS TO NOT OBSTRUCT SIGHT DISTANCE.
- 27. TERMINALS OF TEMPORARY TRAFFIC BARRIERS SHALL BE EXTENDED BEYOND THE CLEAR ZONE WHEN POSSIBLE. IF TERMINALS CAN NOT BE EXTENDED PAST THE CLEAR ZONE, THEN ENERGY ABSORPTION ATTENUATORS SHALL BE USED.
- 28. CONCRETE BARRIERS SHALL BE UTILIZED WHERE SEPARATION CAN NOT BE MAINTAINED BETWEEN LOCAL TRAFFIC ROUTES AND CONSTRUCTION OPERATIONS/EQUIPMENT OR DROP OFFS. INSTALL ENERGY ABSORPTION ATTENUATORS WHEN BARRIER ENDS CANNOT BE LOCATED OUTSIDE OF THE CLEAR ZONE. CONCRETE BARRIER SIDE EXPOSED TO TRAFFIC SHALL BE DELINEATED. REFLECTORS SHALL BE MOUNTED EVERY 20 FEET ALONG THE SIDE OF THE BARRIER EXPOSED TO TRAFFIC, WITH YELLOW ON THE DRIVER'S LEFT AND WHITE ON THE DRIVER'S RIGHT.

PEDESTRIAN NOTES

- 1. THE CONTRACTOR SHALL PROVIDE A TEMPORARY PEDESTRIAN ACCESS ROUTE (TPAR) FOR REVIEW AND WRITTEN APPROVAL BY THE ENGINEER A MINIMUM OF THREE WEEKS BEFORE SUCH PLAN IS IMPLEMENTED. THIS PLAN SHALL DETAIL THE CONSTRUCTION PHASING AND SCHEDULE AND THE SPECIFIC METHODS OF MAINTAINING SAFE PEDESTRIAN ACCESS THROUGHOUT THE CONSTRUCTION AREA. THIS PLAN SHALL PROVIDE THE LOCATION AND DETAILS OF TEMPORARY CONSTRUCTION SIGNING, MARKINGS, BARRICADES, CHANNELIZING DEVICES, TPARS AND METHODS TO MAINTAIN ACCESS TO ADJACENT PROPERTIES, BUSINESSES, RESIDENCES, ETC.
- 2. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN THROUGH MOVEMENTS FROM ONE END OF THE CONSTRUCTION AREA TO THE OTHER, ON AT LEAST ONE SIDE OF THE STREET DURING CONSTRUCTION. ANY SIDEWALK CLOSURES SHALL MEET THE REQUIREMENTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PART 6.
- 3. PEDESTRIAN ACCESS SHALL BE PROVIDED TO ALL ADJACENT PROPERTIES, BUILDINGS, RESIDENCES, COMMERCIAL PROPERTIES AND TRANSIT STOPS. THIS MAY INCLUDE TEMPORARY WALKWAYS SPANNING THE CONSTRUCTION AREA.
- 4. IF SIDEWALKS ARE CLOSED, A TEMPORARY PEDESTRIAN ACCESS ROUTE (TPAR) SHALL BE PROVIDED ON THE SAME SIDE OF THE ROAD AS THE CLOSED SIDEWALK, IF POSSIBLE. SIGNS AND BARRICADES SHALL BE USED TO PROVIDE ADVANCE NOTICE OF THE CLOSURE AND THE ROUTE OF ANY PEDESTRIAN DETOURS. THE TPAR SHALL HAVE A MINIMUM UNOBSTRUCTED WIDTH OF 4 FEET. IF THE TPAR IS LESS THAN 5 FEET IN WIDTH, A 5 FOOT BY 5 FOOT PASSING SPACE MUST BE PROVIDED AT LEAST EVERY 200 FEET. THE SURFACE OF THE TPAR SHALL BE FIRM, STABLE AND SLIP—RESISTANT AND CONTINUOUS WITH A MINIMUM OF 80 INCHES OVERHEAD CLEARANCE FOR THE LENGTH OF THE TPAR. THE TPAR SHALL MAINTAIN THE SAME LEVEL OF ACCESSIBILITY AND DETECTABILITY AS THE FACILITY THAT IS BEING CLOSED. THE TPAR SHALL NOT LEAD PEDESTRIANS INTO CONFLICTS WITH VEHICLES, EQUIPMENT, OR CONSTRUCTION OPERATIONS.
- 5. WHEN TEMPORARY CROSSWALKS ARE UTILIZED FOR THE TPAR, TEMPORARY DETECTABLE WARNINGS SHALL BE PLACED AT EACH END OF THE TEMPORARY CROSSWALKS. THE TEMPORARY CROSSWALK SHALL BE DELINEATED WITH TEMPORARY PAVEMENT MARKINGS OR TAPE. THE MARKINGS SHALL BE PARALLEL 12—INCH—WIDE WHITE LINES PLACED 7 FEET ON CENTER APART. IT SHOULD BE NOTED THAT CURB PARKING SHALL BE PROHIBITED FOR AT LEAST 50 FEET IN ADVANCE OF MIDBLOCK CROSSWALKS. TEMPORARY CROSSWALK SIGNS SHALL BE PROVIDED FOR THE CROSSWALK.
- 6. IF THERE IS WORK OCCURRING OVER AN OPEN SIDEWALK, PROTECTIVE OVERHEAD COVERING MUST BE PROVIDED AS NECESSARY TO ENSURE PROTECTION FROM FALLING OBJECTS AND DRIPPING FROM OVERHEAD STRUCTURES. COVERED WALKWAYS SHOULD BE STURDILY CONSTRUCTED AND ADEQUATELY LIGHTED FOR NIGHT TIME USE.
- 7. INDIVIDUAL CHANNELIZING DEVICES, TAPE, OR ROPE USED TO CONNECT INDIVIDUAL DEVICES AND OTHER DISCONTINUOUS BARRIERS AND DEVICES, PAVEMENT MARKINGS ARE NOT DETECTABLE BY PERSONS WITH VISUAL DISABILITIES. THESE MEASURES DO NOT PROVIDE ACCEPTABLE PATH GUIDANCE ON TEMPORARY OR REALIGNED SIDEWALKS OR OTHER PEDESTRIAN FACILITIES. PEDESTRIAN CHANNELIZING DEVICES SHALL INCLUDE A CONTINUOUSLY DETECTABLE BOTTOM AND TOP EDGE THROUGHOUT THE LENGTH OF THE FACILITY SUCH THAT IT CAN BE FOLLOWED BY PEDESTRIANS USING LONG CANES FOR GUIDANCE.
- 8. CHANNELIZING DEVICES ON BOTH SIDES OF THE TPAR SHALL INCLUDE CONTINUOUS SOLID TOP AND BOTTOM RAILS. THE TOP EDGE OF THE TOP RAIL SHALL BE BETWEEN 32 INCHES AND 38 INCHES ABOVE THE GROUND LEVEL. THE BOTTOM RAIL SHALL BE AT LEAST 6 INCHES WIDE, WITH THE BOTTOM EDGE OF THE BOTTOM RAIL SURFACE NO HIGHER THAN 2 INCHES ABOVE THE GROUND.
- 9. IF THE TPAR IS ADJACENT TO MOVING TRAFFIC, CONSTRUCTION OPERATIONS/EQUIPMENT, OR DROP-OFFS, THEN CRASHWORTHY CHANNELIZING DEVICES THAT MEET THE REQUIREMENTS OF THE MUTCD SHALL BE USED.
- 10. THE CONTRACTOR SHALL NOT STORE OR PLACE ANY CONSTRUCTION MATERIALS, EQUIPMENT, OR SIGNS IN THE PEDESTRIAN PATH OF TRAVEL.
- 11. PROVISIONS OF THE TPAR AND ALL ITS ELEMENTS, INCLUDING BUT NOT LIMITED TO SIGNS, CHANNELIZING DEVICES, BARRICADES, TEMPORARY CURB RAMPS, TEMPORARY PAVEMENT MARKINGS AND OTHER TRAFFIC CONTROL DEVICES IS TO BE PAID FOR INCIDENTAL TO ITEM 641.10 "TRAFFIC CONTROL".





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PROFESSIONAL SEAL

ISSUED FOR CONSTRUCTION

			DC	CDC	MAM	CK'D	
			MAM	MAM	BEG	ВҮ	
			ISSUED FOR CONSTRUCTION	MODIFIED PENINSULA PER CITY COMMENTS MAM LDC	ADDRESSED CITY COMMENTS	DESCRIPTION	
			10/22/19	10/09/19	8/29/19	DATE	
			3	2	1	NO.	

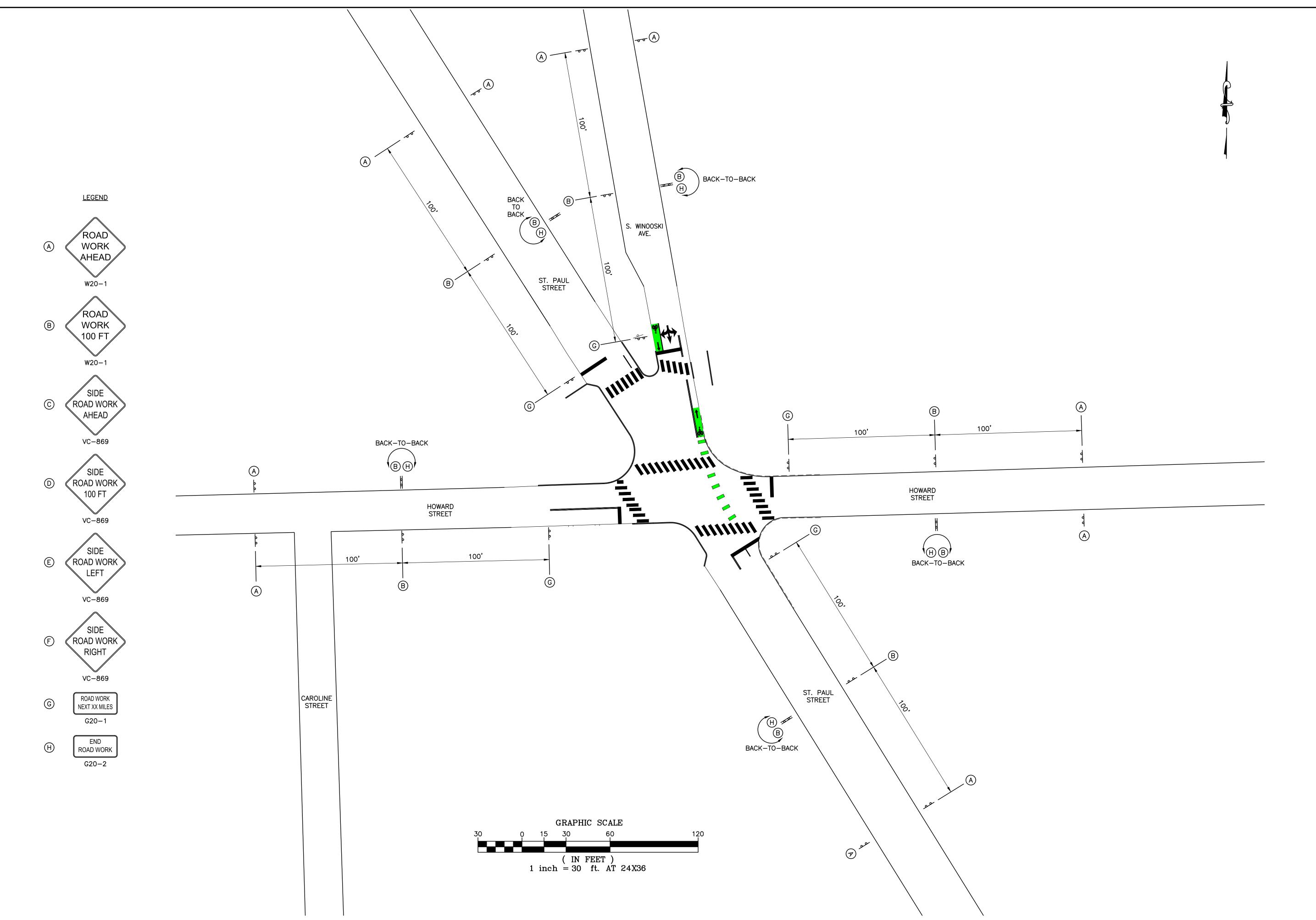
CITY OF
BURLINGTON

S. WINOOSKI AVE./
HOWARD STREET
INTERSECTION
IMPROVEMENTS
SHEET TITLE

TRAFFIC CONTROL NOTES

DRAWN BY
BEG AUGUST 2019
CHECKED BY D&K PROJECT #
MAM 424731
PROJ. ENG. D&K ARCHIVE #
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				ISSUED FOR CONSTRUCTION	MODIFIED PENINSULA PER CITY COMMENTS MAM LDC	ADDRESSED CITY COMMENTS	DESCRIPTION
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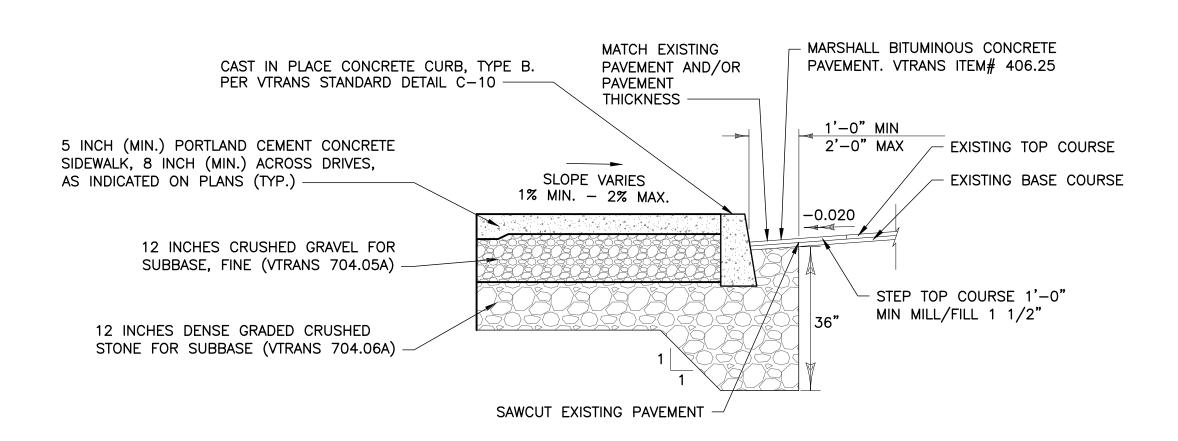
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SHEET TITLE

TRAFFIC CONTROL PLAN

DRAWN BY	DATE
BEG	AUGUST 201
CHECKED BY	D&K PROJECT#
MAM	424731
PROJ. ENG.	D&K ARCHIVE #
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SHEET N	NUMBER

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SIDEWALK & CURB IN EXISTING PAVEMENT DETAIL NOT TO SCALE

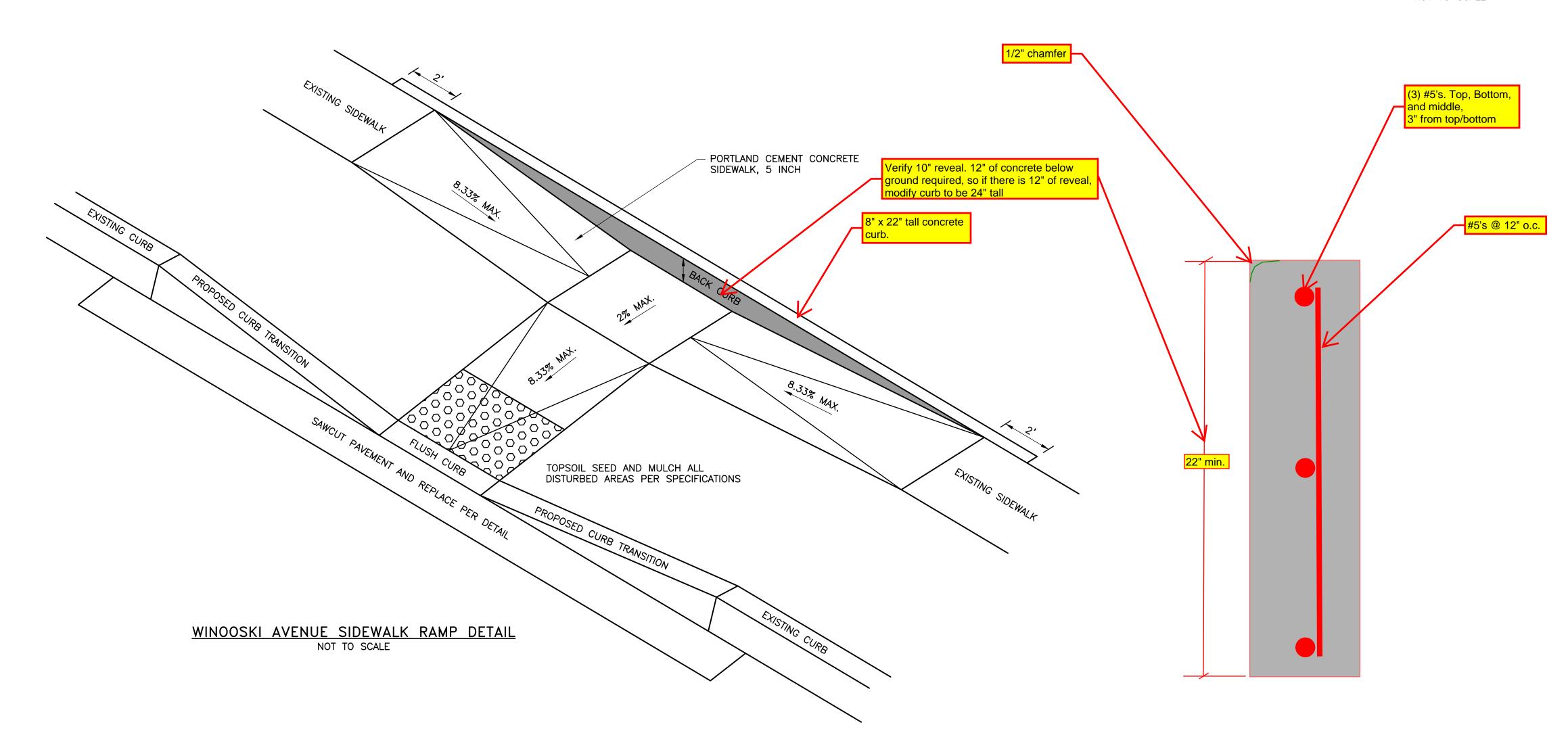
CURB OR CURB OR EDGE OF DOUBLE EDGE OF YELLOW PAVEMENT LINE PAVEMENT APPROACH EXIT LANE LANE TO FROM INTERSECTION INTERSECTION (*) 0.5' (TYP.)

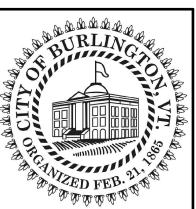
NOTES

- 1. THIS DETAIL IS SETUP FOR AN 11' LANE.
- 2. MARK LIGHT STRING LINE ON PAVEMENT ACROSS ROADWAY (CURB TO CURB).
- 3. ESTABLISH THE CENTER LINE OF THE ROADWAY (DOUBLE YELLOW LINE OR LANE LINE).4. BLOCKS ARE PARALLEL TO THE CENTERLINE (DOUBLE YELLOW LINE OR LANE LINE) (OFFSET
- BLOCKS VERTICALLY TO ACHIEVE REQUIRED SKEW).
 5. ALWAYS START MEASURING FROM THE CENTERLINE OR LANE LINE RIGHT, WITH THE FLOW OF TRAFFIC.
- 6. PAINTED BLOCKS ARE 24" (TYPICAL).
- (*) 7. THIS DISTANCE WILL INCREASE TO 1.0' FOR A 12' LANE.

BLOCK STYLE CROSSWALK

NOT TO SCALE





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						MAM	BEG	ВУ
						MODIFIED PENINSULA PER CITY COMMENTS MAM LDC	ADDRESSED CITY COMMENTS	DESCRIPTION
						61/60/01	61/67/8	DATE
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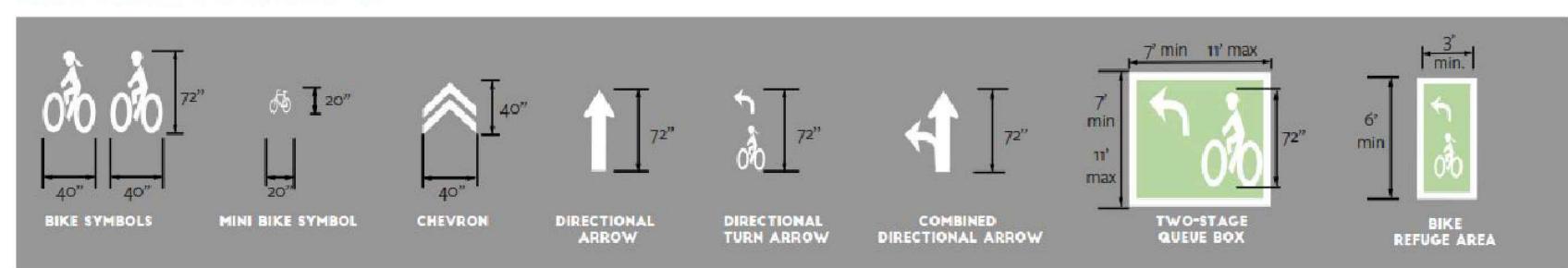
DETAILS

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SHEET NUMBER

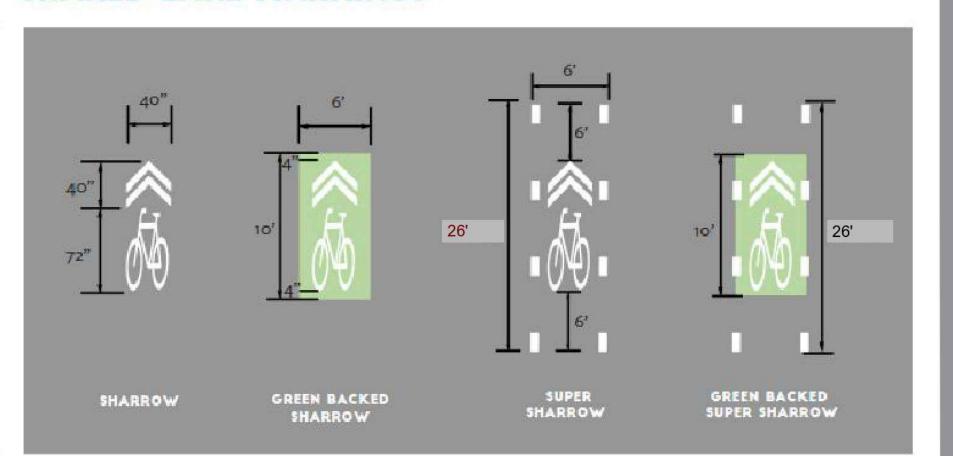
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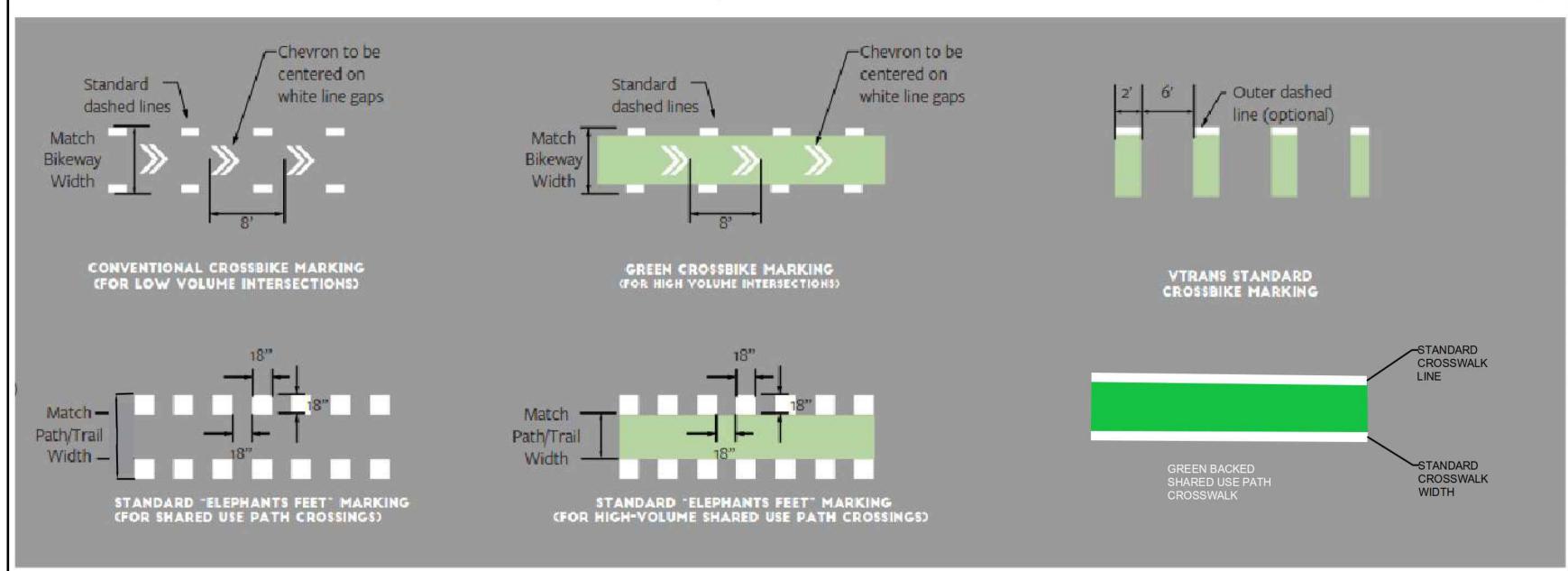
DIRECTIONAL MARKINGS



BIKEWAY MARKINGS

SHARED LANE MARKINGS





BIKEWAY MARKING NOTES

- 1. SPACING BETWEEN SHARED LANE MARKINGS IS 100'-200'.
- 2. WHEN PLACED AROUND AN INTERSECTION, SHARED LANE MARKINGS SHOULD BE SPACED 100' APART AND EQUIDISTANT FROM THE INTERSECTION ON BOTH SIDES UNLESS OTHERWISE NOTED.
- 3. SHARED LANE MARKINGS SHOULD BE CENTERED IN THE TRAVEL LANE.
- 4. CROSSBIKE MARKINGS SHOULD BE ALIGNED WITH THE BIKEWAY MARKINGS ON EACH SIDE OF THE INTERSECTION.





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					MAM	MAM	BEG	ВУ
					ISSUED FOR CONSTRUCTION	MODIFIED PENINSULA PER CITY COMMENTS MAM	ADDRESSED CITY COMMENTS	DESCRIPTION
					10/22/19	61/60/01	8/29/19	DATE
					3	2	-	NO.
CITY OF								

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BIKEWAY MARKINGS SPEC SHEET

		BEG	AUGUST
GNED LP		CHECKED BY MAM	D&K PROJECT 42473
AWN LP	SCALE NTS	PROJ. ENG. LDC	D&K ARCHIV
CKED	DRAWING NO.	SHEET	NUMBER

BIKEWAY MARKINGS SPEC SHEET

GREEN BACKED BIKE LANE SYMBOL

GREEN BACKED SUPER SHARROW WITH TURN ARROW

10' MIN.

STANDARD DASHED

25'-50'



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(802) 863-9094
(802) 863-0466 (Fax)

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SCALE
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DATE
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SHEET X OF X

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