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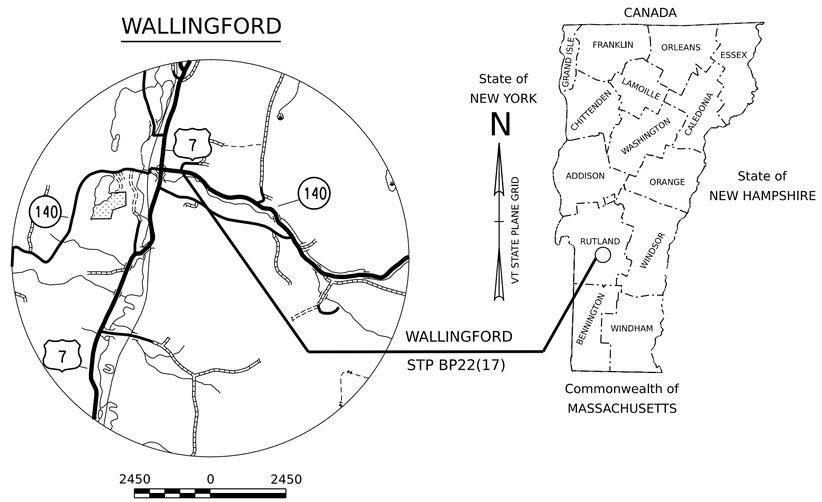
TOWN OF WALLINGFORD

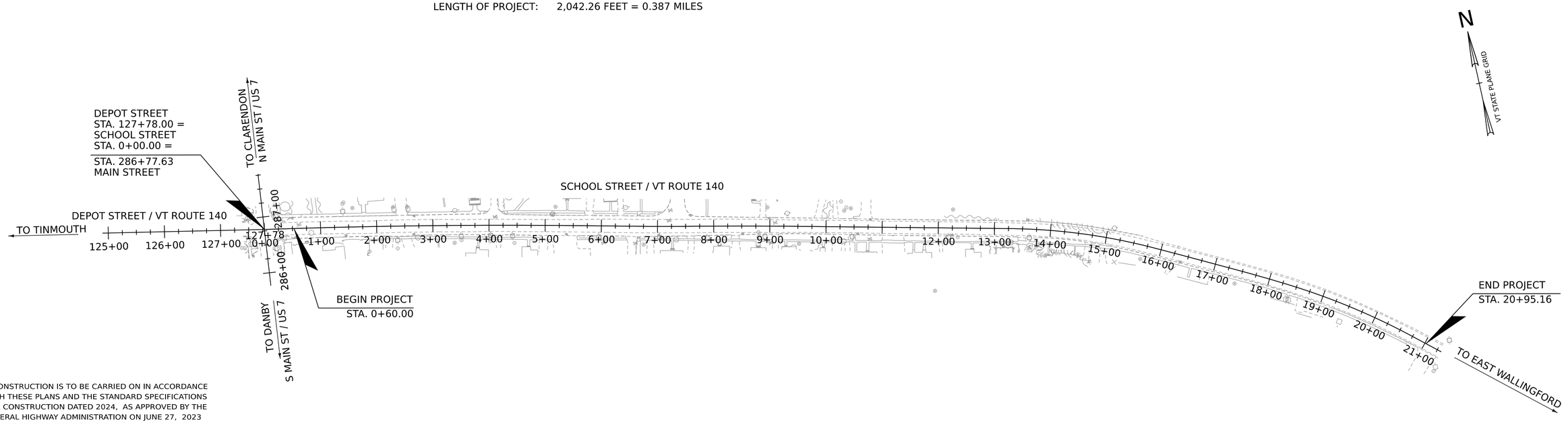
COUNTY OF RUTLAND
PROPOSED IMPROVEMENT
SCHOOL STREET SIDEWALK
VT ROUTE 140
MAJOR COLLECTOR



PROJECT LOCATION: BEGINNING AT US ROUTE 7 AND EXTENDING EAST ALONG VT ROUTE 140 FOR APPROXIMATELY 2,100 FEET.

PROJECT DESCRIPTION: IMPROVEMENTS INCLUDE RESETTING CURB, NEW CURB, SIDEWALK, PAVEMENT MARKINGS, AND OTHER INCIDENTALS.

LENGTH OF PROJECT: 2,042.26 FEET = 0.387 MILES



CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2024, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JUNE 27, 2023 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

QUALITY ASSURANCE PROGRAM : LEVEL 3

SURVEYED BY : VHB

SURVEYED DATE : OCTOBER 2023

DATUM

VERTICAL: NAVD 88

HORIZONTAL: NAD 83 (2011)

CONCEPTUAL PLANS
APRIL 2024

PROJECT MANAGER : B.M. ROBERTS, P.E.

PROJECT NAME : WALLINGFORD

PROJECT NUMBER : STP BP22(17)

SHEET 1 OF 30 SHEETS

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.

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

POINT	CODE	DESCRIPTION
	BF	BARRIER FENCE
	CH	CHANNEL EASEMENT
	CONST	CONSTRUCTION EASEMENT
	CUL	CULVERT EASEMENT
	D&C	DISCONNECT & CONNECT
	DIT	DITCH EASEMENT
	DR	DRAINAGE EASEMENT
	DRIVE	DRIVEWAY EASEMENT
	EC	EROSION CONTROL
	HWY	HIGHWAY EASEMENT
	I&M	INSTALL & MAINTAIN EASEMENT
	LAND	LANDSCAPE EASEMENT
	PDF	PROJECT DEMARCATION FENCE
	R&RES	REMOVE & RESET
	R&REP	REMOVE & REPLACE
	R.T. & I.	RIGHT, TITLE, AND INTEREST
	SR	SLOPE RIGHT
	UE	UTILITY EASEMENT
	(P)	PERMANENT EASEMENT
	(T)	TEMPORARY EASEMENT
■	BNDNS	BOUND SET
⧈	BNDNS	BOUND TO BE SET
◎	IPNF	IRON PIN FOUND
●	IPNS	IRON PIN TO BE SET
☒	CALC	EXISTING ROW POINT
○	PROW	PROPOSED ROW POINT
[LENGTH]		LENGTH CARRIED ON NEXT SHEET

COMMON TOPOGRAPHIC POINT SYMBOLS

POINT	CODE	DESCRIPTION
	APL	BOUND APPARENT LOCATION
	BM	BENCHMARK
	BND	BOUND
	CB	CATCH BASIN
	COMB	COMBINATION POLE
	DITHR	DROP INLET THROATED DNC
	EL	ELECTRIC POWER POLE
	FPOLE	FLAGPOLE
	GASFIL	GAS FILLER
	GP	GUIDE POST
	GSO	GAS SHUT OFF
	GUY	GUY POLE
	GUYW	GUY WIRE
	GV	GATE VALVE
	H	TREE HARDWOOD
	HCTRL	CONTROL HORIZONTAL
	HVCTRL	CONTROL HORIZ. & VERTICAL
	HYD	HYDRANT
	IP	IRON PIN
	IPIPE	IRON PIPE
	LI	LIGHT - STREET OR YARD
	MB	MAILBOX
	MH	MANHOLE (MH)
	MM	MILE MARKER
	PM	PARKING METER
	PMK	PROJECT MARKER
	POST	POST STONE/WOOD
	RRSIG	RAILROAD SIGNAL
	RRSL	RAILROAD SWITCH LEVER
	S	TREE SOFTWOOD
	SAT	SATELLITE DISH
	SHRUB	SHRUB
	SIGN	SIGN
	STUMP	STUMP
	TEL	TELEPHONE POLE
	TIE	TIE
	TSIGN	SIGN W/DOUBLE POST
	VCTRL	CONTROL VERTICAL
	WELL	WELL
	WSO	WATER SHUT OFF

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

PROPOSED GEOMETRY CODES

CODE	DESCRIPTION
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
CC	CENTER OF CURVE
PT	POINT OF TANGENCY
PCC	POINT OF COMPOUND CURVE
PRC	POINT OF REVERSE CURVE
POB	POINT OF BEGINNING
POE	POINT OF ENDING
STA	STATION PREFIX
AH	AHEAD STATION SUFFIX
BK	BACK STATION SUFFIX
D	CURVE DEGREE OF (100FT)
R	CURVE RADIUS OF
T	CURVE TANGENT LENGTH
L	CURVE LENGTH OF
E	CURVE EXTERNAL DISTANCE
CB	CHORD BEARING

UTILITY SYMBOLOGY

UNDERGROUND UTILITIES

- UGU — UTILITY (GENERIC-UNKNOWN)
- UT — TELEPHONE
- UE — ELECTRIC
- UC — CABLE (TV)
- UEC — ELECTRIC+CABLE
- UET — ELECTRIC+TELEPHONE
- UCT — CABLE+TELEPHONE
- UECT — ELECTRIC+CABLE+TELEPHONE
- G — GAS LINE
- W — WATER LINE
- S — SANITARY SEWER (SEPTIC)

ABOVE GROUND UTILITIES (AERIAL)

- AGU — UTILITY (GENERIC-UNKNOWN)
- T — TELEPHONE
- E — ELECTRIC
- C — CABLE (TV)
- EC — ELECTRIC+CABLE
- ET — ELECTRIC+TELEPHONE
- AER E&T — ELECTRIC+TELEPHONE
- CT — CABLE+TELEPHONE
- ECT — ELECTRIC+CABLE+TELEPHONE
- UTILITY POLE GUY WIRE

PROJECT CONSTRUCTION SYMBOLOGY

PROJECT DESIGN & LAYOUT SYMBOLOGY

- CZ — CLEAR ZONE
- PLAN LAYOUT MATCHLINE

PROJECT CONSTRUCTION FEATURES

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

CONVENTIONAL BOUNDARY SYMBOLOGY

BOUNDARY LINES

- TOWN LINE — TOWN BOUNDARY LINE
- COUNTY LINE — COUNTY BOUNDARY LINE
- STATE LINE — STATE BOUNDARY LINE
- PROPOSED STATE R.O.W. (LIMITED ACCESS)
- PROPOSED STATE R.O.W.
- STATE ROW (LIMITED ACCESS)
- STATE ROW
- TOWN ROW
- PERMANENT EASEMENT LINE (P)
- TEMPORARY EASEMENT LINE (T)
- SURVEY LINE
- P / L — PROPERTY LINE (P/L)
- SR SR SR — SLOPE RIGHTS
- 6f — 6f — 6F PROPERTY BOUNDARY
- 4f — 4f — 4F PROPERTY BOUNDARY
- HAZ — HAZ — HAZARDOUS WASTE

EPSC LAYOUT PLAN SYMBOLOGY

EPSC MEASURES

- FILTER CURTAIN
- SILT FENCE
- SILT FENCE WOVEN WIRE
- CHECK DAM
- DISTURBED AREAS REQUIRING RE-VEGETATION
- EROSION MATTING

SEE EPSC DETAIL SHEETS FOR ADDITIONAL SYMBOLOGY

ENVIRONMENTAL RESOURCES

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

ARCHEOLOGICAL & HISTORIC

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

CONVENTIONAL TOPOGRAPHIC SYMBOLOGY

EXISTING FEATURES

- ROAD EDGE PAVEMENT
- ROAD EDGE GRAVEL
- DRIVEWAY EDGE
- DITCH
- FOUNDATION
- 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

vhb

PROJECT NAME:	WALLINGFORD
PROJECT NUMBER:	STP BP22(17)
FILE NAME: z58891_legend.dgn	PLOT DATE: 4/5/2024
PROJECT LEADER: B.M. ROBERTS	DRAWN BY: VTRANS
DESIGNED BY: VTRANS	CHECKED BY: VTRANS
CONVENTIONAL SYMBOLOGY LEGEND SHEET	SHEET 2 OF 30

PROJECT NOTES

GENERAL

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2024, AND ITS LATEST REVISIONS, AND SUCH SPECIFICATIONS AS ARE INCORPORATED IN THE FINAL CONTRACT DOCUMENTS.
2. PER AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES, SIDEWALK CROSS SLOPES SHALL NOT EXCEED 2%.

CONSTRUCTION NOTES

1. ALL DRIVE ENTRANCES SHALL EITHER BE TYPE 2 AS SHOWN ON STANDARD C-2A OR TYPE 6 AS SHOWN ON STANDARD C-2B, AS APPROPRIATE.
2. SLOPE ROUNDING: ALL CUT SLOPES TO BE ROUNDED IN ACCORDANCE WITH STANDARD SHEET B-5.
3. THE PROJECT AREA IS WITHIN MAPPED URBAN SOILS. IN THE EVENT THAT SUSPECTED CONTAMINATED SOIL, GROUNDWATER, AND OTHER MEDIA ARE ENCOUNTERED DURING EXCAVATION AND CONSTRUCTION ACTIVITIES BASED ON VISUAL, OLFACTORY, OR OTHER EVIDENCE, THE CONTRACTOR SHALL STOP WORK IN THE VICINITY OF THE SUSPECTED MATERIAL TO AVOID FURTHER SPREADING OF THE MATERIAL, AND SHALL NOTIFY THE ENGINEER IMMEDIATELY SO THAT THE APPROPRIATE TESTING AND SUBSEQUENT ACTION CAN BE TAKEN.
4. CONTRACTOR SHALL CONTROL STORMWATER RUNOFF DURING CONSTRUCTION AS PER THE ANR LOW RISK HANDBOOK FOR EROSION PREVENTION AND SEDIMENT CONTROL TO PREVENT ADVERSE IMPACTS TO OFF SITE AREAS, AND SHALL BE RESPONSIBLE TO REPAIR RESULTING DAMAGES, IF ANY, AT NO COST TO OWNER.
5. CONTRACTOR IS RESPONSIBLE FOR DEVELOPING A DETAILED TRAFFIC CONTROL PLAN AND MAINTAINING VEHICULAR AND PEDESTRIAN TRAFFIC IN ACCORDANCE WITH THE TRAFFIC CONTROL NOTES, SECTION 641.1100 - TRAFFIC CONTROL, ALL INCLUSIVE IN THE VERMONT AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION BOOK, DATED 2024, THE VTRANS WORK ZONE SAFETY AND MOBILITY GUIDANCE DOCUMENT, AND THE LATEST VERSION OF THE MUTCD.
6. ALL PROPOSED SIGNS AND PAVEMENT MARKINGS SHOWN IN THESE PLANS SHALL BE COMPLIANT WITH THE 11th EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), AND SUPPLEMENTAL RESOURCES CITED WITHIN.
7. CONTRACTOR SHALL MAINTAIN FULL ACCESS TO ALL DRIVEWAYS TO THE EXTENT POSSIBLE. IF FULL ACCESS CANNOT BE MAINTAINED, CONTRACTOR SHALL NOTIFY THE ENGINEER AND PROPERTY OWNER AT LEAST 48 HOURS IN ADVANCE OF THE TEMPORARY CLOSURE. CLOSURE TIMES SHALL BE MINIMIZED TO THE GREATEST EXTENT POSSIBLE.
8. TREES OUTSIDE OF THE PROPOSED LIMITS OF DISTURBANCE SHALL BE AVOIDED. UNLESS OTHERWISE NOTED.
9. DAMAGE RESULTING FROM CONTRACTOR CONSTRUCTION LOADS SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO OWNER.
10. ALL TREES MARKED AS "SAVE" IN THE PLANS SHALL FOLLOW TREATMENT PRACTICES DESCRIBED IN SECTION 656 IN THE 2024 SPECIFICATIONS. TREE PROTECTION SHALL BE PAID FOR UNDER ITEM 656.8500 "TREE PROTECTION".
11. ALL MAILBOXES SHALL NOT BE DISTURBED UNLESS NOTED OTHERWISE IN THE PLANS.
12. REMOVAL OF EXISTING BITUMINOUS CONCRETE PAVEMENT AND CONCRETE SIDEWALKS SHALL BE PAID FOR UNDER ITEM 203.1500 "COMMON EXCAVATION".
13. REMOVING AND RESETTING BRICK PAVERS AND STONE WALKWAYS SHALL BE PAID FOR UNDER ITEM 602.3500 "REBUILT STONE MASONRY". PAVERS AND STONES SHALL BE RESET IN ACCORDANCE WITH THE EXISTING PATTERN. BRICK PAVERS THAT ARE DAMAGED SHALL NOT BE RESET. THE AREAS OF EXISTING BRICKS BEING REMOVED EXCEED THE AREAS THAT NEED TO BE RESET. IN THE EVENT THAT ADDITIONAL BRICKS ARE NEEDED BEYOND WHAT CAN BE TAKEN FROM WITHIN THE PROJECT AREA, ADDITIONAL BRICKS SHALL BE SUPPLIED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE TOWN. ANY ADDITIONAL BRICKS SUPPLIED BY THE CONTRACTOR SHALL MATCH SHAPE, SIZE, AND COLOR OF THE OTHER BRICKS THAT ARE BEING RESET. BRICK PAVERS SHALL BE CUT AS NECESSARY TO ACCOMODATE FIELD CONDITIONS AND TO ACHIEVE AN ACCURATE AND CONSISTENT FIT TO THE EXISTING PATTERN. PAVERS SHALL BE FREE FROM STAIN, DIRT, OR DUST AFTER CUTTING. PAVER UNITS SHALL NOT BE CUT TO A SIZE SMALLER THAN ONE-THIRD OF THE WHOLE PAVER.

UTILITY

1. THE LOCATIONS, SIZES, AND TYPES OF EXISTING UTILITIES ARE SHOWN AS AN APPROXIMATE REPRESENTATION ONLY. THE OWNER OR DESIGN ENGINEER HAVE NOT INDEPENDENTLY VERIFIED 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.
2. IF ANY SURFACE OR SUBSURFACE UTILITIES ARE DAMAGED BY THE CONTRACTOR, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNER AND THE UTILITY SHALL BE RESTORED TO A CONDITION AT LEAST EQUAL TO THAT IN WHICH THEY WERE FOUND IMMEDIATELY. ALL COSTS ASSOCIATED WITH THE RESTORATION OF DAMAGED UTILITIES SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

UTILITY (CONT.)

3. 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.
4. ACT NO. 86 OF 1987 (30 VSA CHAPTER 86) ("DIG SAFE") REQUIRES THAT NOTICE BE GIVEN PRIOR TO MAKING AN EXCAVATION. IT IS SUGGESTED THAT THE CONTRACTOR TELEPHONE 1-888-344-7233 AT LEAST 48 HOURS BEFORE, AND NOT MORE THAN 30 DAYS BEFORE, BEGINNING ANY EXCAVATION AT ANY LOCATION. NOTE THAT THE TOWN OF WALLINGFORD NOR VTRANS WILL NOT BE NOTIFIED BY DIG SAFE AND MUST BE CONTACTED SEPARATELY.
5. ALL UTILITY MARKER POSTS WITHIN THE PROJECT LIMITS SHALL BE REMOVED AND RESET BY THE CORRESPONDING UTILITY COMPANY. THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES PRIOR TO THE START OF CONSTRUCTION TO LINE UP THIS WORK. THE CONTRACTOR SHALL DIRECT THE UTILITY COMPANIES WHICH UTILITY MARKER POSTS NEED TO BE REMOVED AND RESET.
6. THE PROJECT AREA IS KNOWN TO HAVE SHALLOW WATER SERVICE LINES. CONTRACTOR SHALL CONDUCT EXPLORATORY EXCAVATIONS AT THE ONSET OF THE PROJECT TO CONFIRM UTILITY INFRASTRUCTURE LOCATIONS TO DETERMINE IF PROPOSED DESIGN WILL WORK AS PLANNED OR IF ALTERATIONS MUST BE MADE. CONTRACTOR SHALL WORK WITH THE ENGINEER TO IDENTIFY TIMES AND LOCATIONS FOR EXPLORATIONS. EXPLORATORY EXCAVATION SHALL BE PAID FOR UNDER ITEM 204.2200 "TRENCH EXCAVATION OF EARTH, EXPLORATORY (N.A.B.I.)".
7. LOCATIONS WHERE PROPOSED CURB OR SIDEWALK IS WITHIN 5 FEET OF A UTILITY POLE, THE UTILITY POLE SHALL BE TEMPORARILY BRACED UNTIL THE PROPOSED EARTHWORK HAS BEEN COMPLETED UP TO A 1 FOOT DEPTH OF FINISHED GRADE. BRACING OF THE UTILITY POLE SHALL BE INCIDENTAL TO THE INSTALLATION OF THE CURB OR SIDEWALK. THE CONTRACTOR SHALL COORDINATE WITH THE UTILITY COMPANIES AND SHALL SUBMIT A PLAN TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO COMMENCING WORK.

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

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

APPLY AMENDMENTS PER SOIL TEST RESULTS

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

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

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

CONSTRUCTION GUIDANCE

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

TURF ESTABLISHMENT

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

REVISIONS	
JANUARY 12, 2015	WHF
JUNE 15, 2023	BKD

vhb

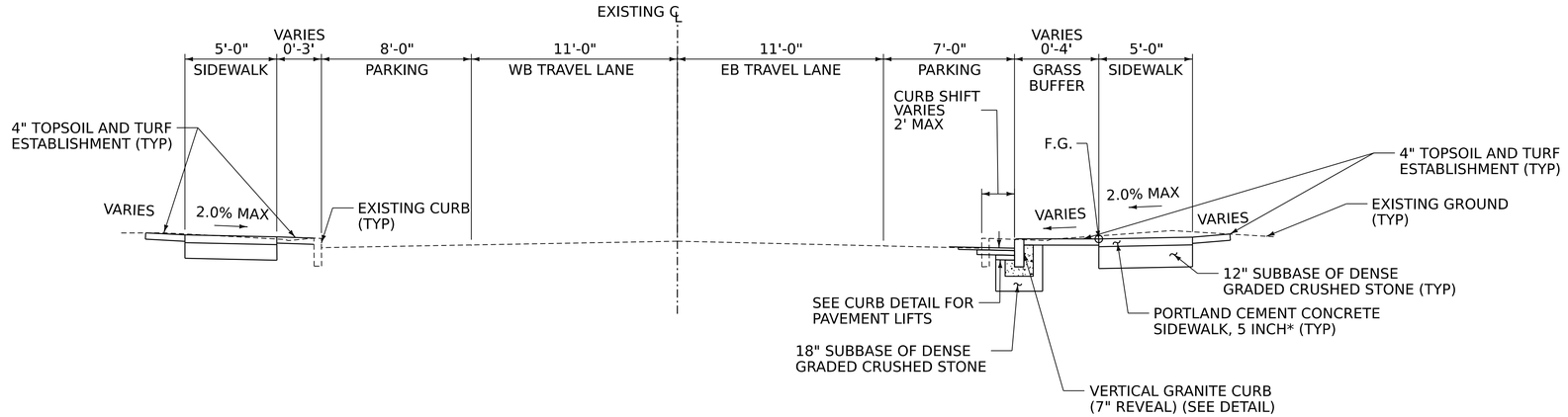
PROJECT NAME: WALLINGFORD
PROJECT NUMBER: STP BP22(17)

FILE NAME: z58891_pn.dgn
PROJECT LEADER: B.M. ROBERTS
DESIGNED BY: C.K. FORD
GENERAL NOTES SHEET

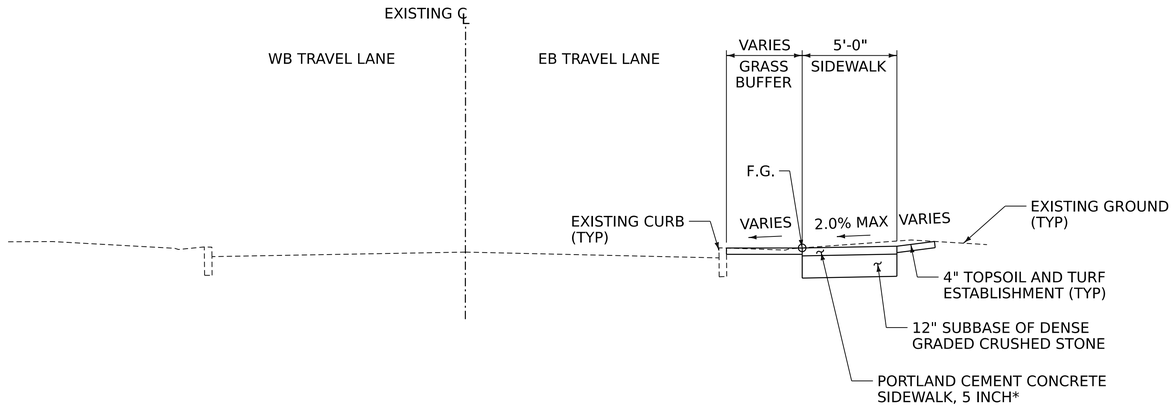
PLOT DATE: 4/5/2024
DRAWN BY: S.L. LILLIS
CHECKED BY: C.K. FORD
SHEET 3 OF 30

MATERIAL TOLERANCES	
MATERIAL ITEM	THICKNESS TOLERANCE
PAVEMENT (FULL DEPTH)	± ¼" (TOTAL THICKNESS)
SUBBASE	± 1"
PORTLAND CEMENT	±½"

TYPICAL SECTIONS



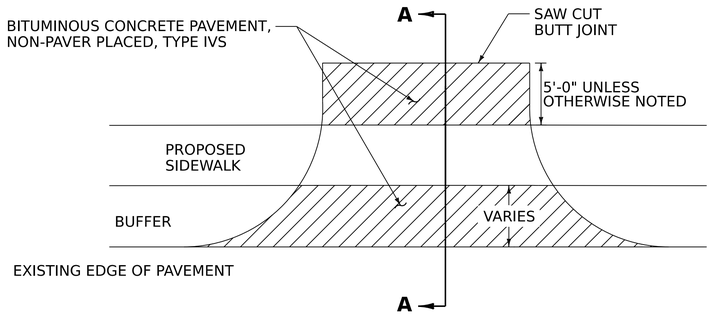
SCHOOL STREET (MAIN ST. TO PROSPECT ST.)

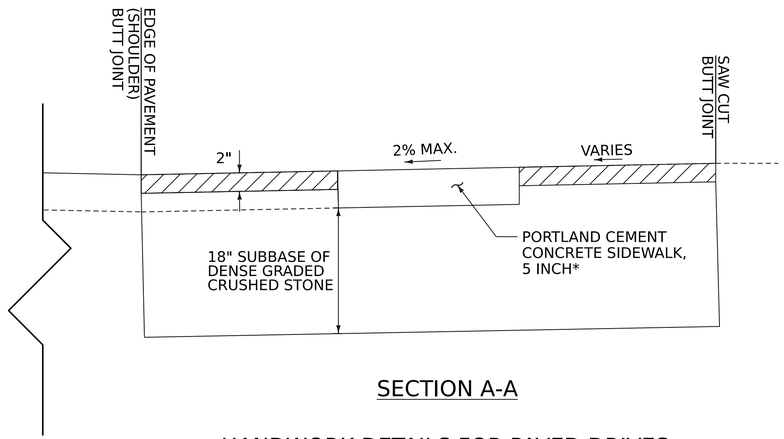


SCHOOL STREET (PROSPECT ST. TO STA. 21+00)

*SIDEWALK THICHNESS SHALL INCREASE TO
8 INCHES ACROSS ALL COMMERCIAL DRIVES

PROJECT NAME:	WALLINGFORD		
PROJECT NUMBER:	STP BP22(17)		
FILE NAME: z58991_typ.dgn		PLOT DATE:	4/5/2024
PROJECT LEADER:	B.M. ROBERTS	DRAWN BY:	S.L. LILLIS
DESIGNED BY:	C.K. FORD	CHECKED BY:	C.K. FORD
TYPICAL SECTION SHEET		SHEET 4	OF 30

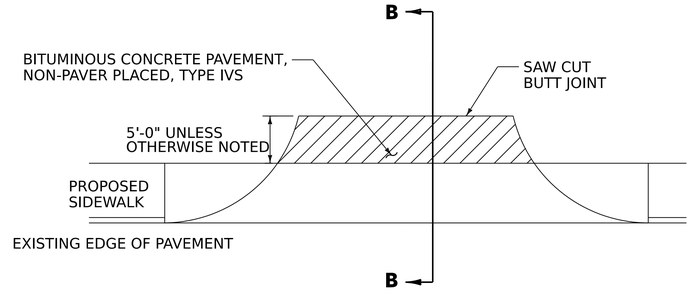


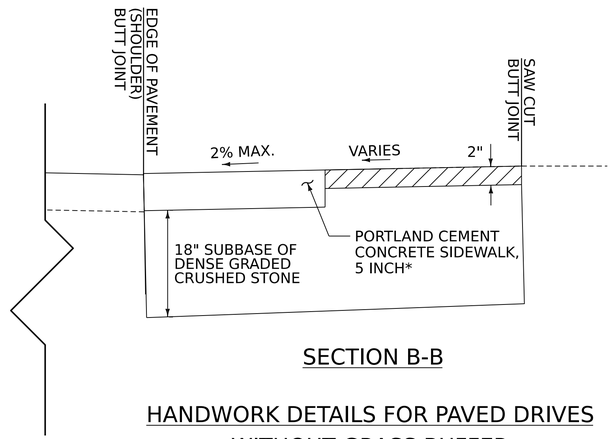


SECTION A-A

HANDWORK DETAILS FOR PAVED DRIVES
WITH GRASS BUFFER

N.T.S.

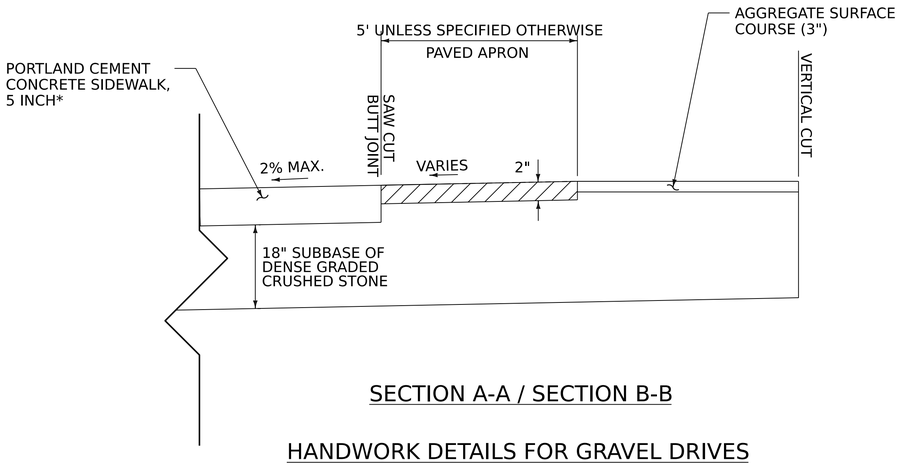




SECTION B-B

HANDWORK DETAILS FOR PAVED DRIVES
WITHOUT GRASS BUFFER

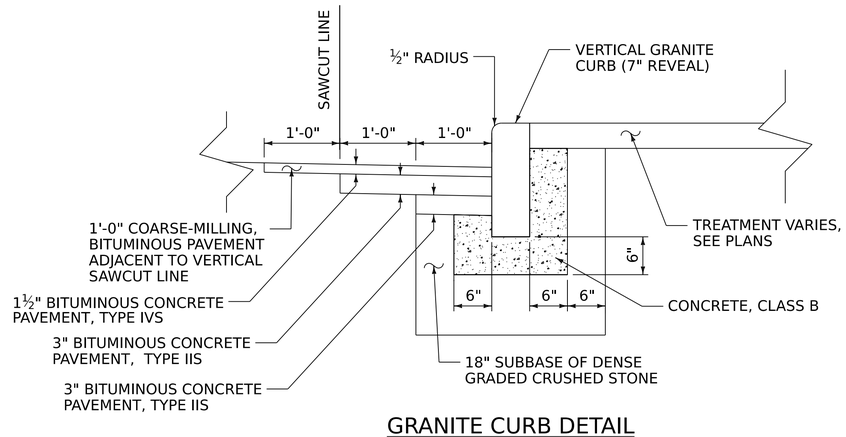
N.T.S.



SECTION A-A / SECTION B-B

HANDWORK DETAILS FOR GRAVEL DRIVES

N.T.S.



GRANITE CURB DETAIL

N.T.S.

NOTE:

1. ALL VERTICAL GRANITE CURB SHALL HAVE A FRONT EDGE CHAMFERED AND THEN ROUNDED TO A ½ INCH OR GREATER RADIUS. CHAMFERING AND ROUNDING SHALL OCCUR PRIOR TO ARRIVAL AT THE CONTRUCTION SITE.

* SIDEWALK THICKNESS SHALL INCREASE TO 8" ACROSS ALL COMMERCIAL DRIVES

PROJECT NAME:	WALLINGFORD
PROJECT NUMBER:	STP BP22(17)

FILE NAME: z58891_det.dgn		PLOT DATE:	4/5/2024
PROJECT LEADER:	B.M. ROBERTS	DRAWN BY:	S.L. LILLIS
DESIGNED BY:	C.K. FORD	CHECKED BY:	C.K. FORD
DETAIL SHEET		SHEET	5 OF 30

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH

STA. 0+60 - STA. 2+28 LT
STA. 0+84 - STA. 0+95 LT
STA. 1+74 - STA. 1+81 LT
STA. 2+40 - STA. 3+97 LT
STA. 3+68 - STA. 3+83 LT
STA. 4+22 - STA. 5+00 LT
STA. 0+60 - STA. 1+03 RT
STA. 1+41 - STA. 5+00 RT
STA. 3+08 - STA. 3+11 RT
STA. 3+79 - STA. 3+82 RT
STA. 4+68 - STA. 4+72 RT

PORTLAND CEMENT CONCRETE SIDEWALK, 8 INCH

STA. 1+03 - STA. 1+41 RT
STA. 2+28 - STA. 2+40 LT

DETECTABLE WARNING SURFACE

STA. 3+92 LT
STA. 4+26 LT

BITUMINOUS CONCRETE PAVEMENT, NON-PAVER PLACED, TYPE IVS

STA. 1+03 - STA. 1+41 RT
STA. 2+15 - STA. 2+29 RT
STA. 2+35 - STA. 2+54 LT
STA. 2+43 - STA. 2+62 RT
STA. 4+10 - STA. 4+24 RT
STA. 4+90 - STA. 5+00 RT

AGGREGATE SURFACE COURSE

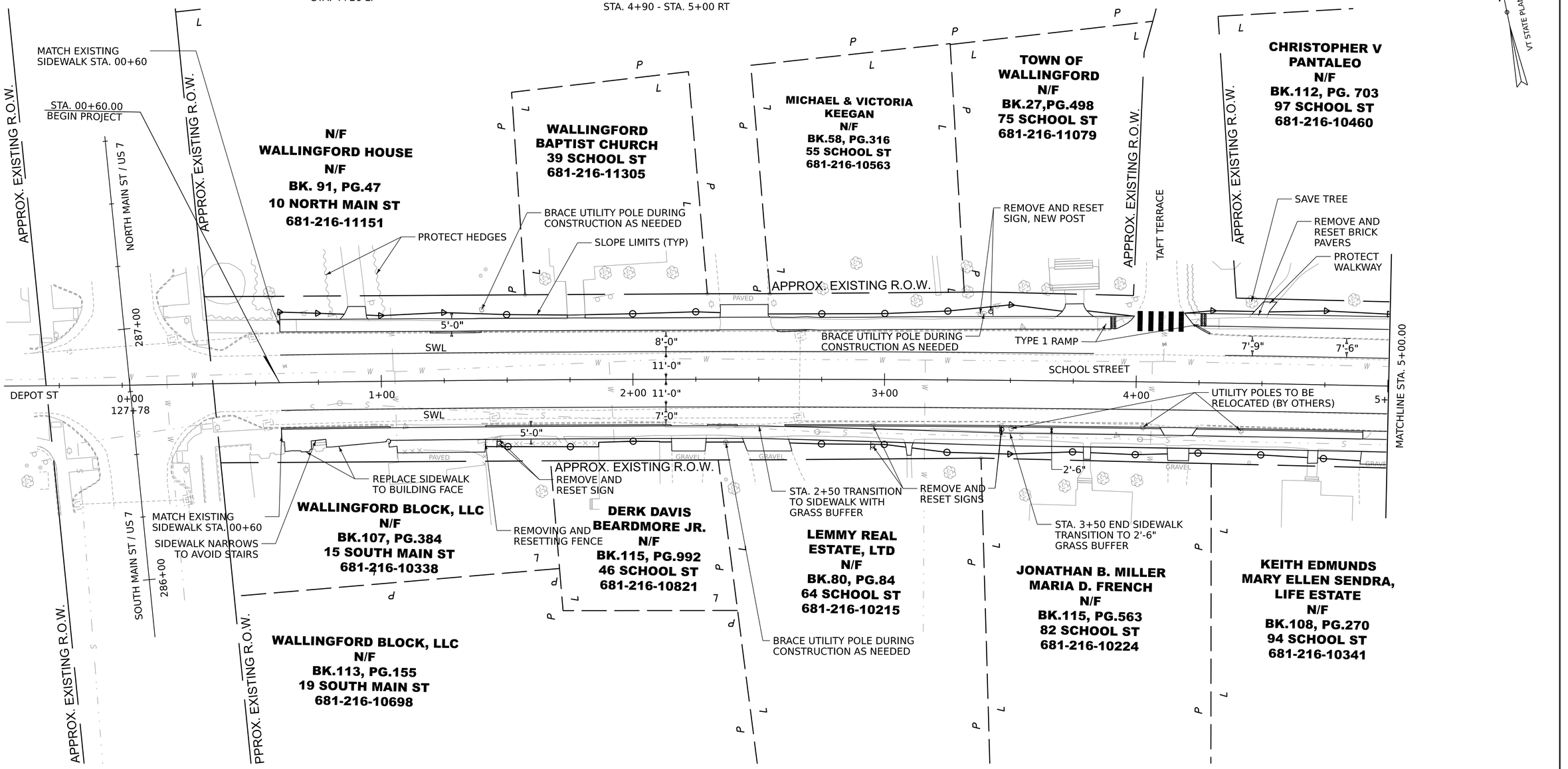
STA. 2+15 - STA. 2+29 RT
STA. 2+43 - STA. 2+62 RT
STA. 4+10 - STA. 4+24 RT
STA. 4+90 - STA. 5+00 RT

REMOVING AND RESETTING CURB

STA. 0+60 - STA. 1+01 RT
STA. 1+41 - STA. 4+90 RT

VERTICAL GRANITE CURB

STA. 1+01 - STA. 1+41 RT
STA. 1+20 - STA. 1+40 LT
STA. 2+57 - STA. 2+69 LT



REMOVE AND RESET BRICK PAVERS

STA. 4+46 - STA. 4+55 LT

REMOVING AND RESETTING FENCE

STA. 1+41- STA. 1+86 RT

CHANGING ELEVATION OF SEWER MANHOLES

STA. 2+73 RT
STA. 4+02 RT

SIGN REMOVAL, FLAT SHEET ALUMINUM

STA. 1+46 RT
STA. 2+95 RT
STA. 3+38 LT
STA. 3+47 RT

RESETTING SIGNS

STA. 1+46 RT
STA. 2+95 RT
STA. 3+38 LT
STA. 3+47 RT

DURABLE 4 INCH WHITE LINE

STA. 0+55 - STA. 5+00 RT (PARKING LANE)
STA. 0+55 - STA. 3+83 LT (PARKING LANE)
STA. 4+35 - STA. 5+00 LT (PARKING LANE)

DURABLE CROSSWALK MARKING

STA. 3+97 - STA. 4+22 LT

MASK EXISTING PAVEMENT MARKINGS

STA. 0+60 - STA. 5+00 RT
STA. 0+60 - STA. 5+00 LT

0 20 40
SCALE IN FEET

PAVEMENT MARKING LEGEND

SWL = SOLID WHITE LINE

PROJECT NAME:	WALLINGFORD
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FILE NAME: z58891_bdr_nu1.dgn	PLOT DATE: 4/5/2024
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DESIGNED BY: C.K. FORD	CHECKED BY: C.K. FORD
LAYOUT PLAN SHEETS (1 OF 4)	SHEET 6 OF 30

DETECTABLE WARNING SURFACES
STA. 6+66 LT STA. 10+51 LT
STA. 6+66 RT STA. 10+51 RT
STA. 7+03 LT

AGGREGATE SURFACE COURSE
STA. 5+71 - STA. 5+84 LT
STA. 10+11 - STA. 10+29 RT
STA. 10+34 - STA. 10+41 RT

VERTICAL GRANITE CURB
STA. 6+63 - STA. 6+77 RT

CHANGING ELEVATION OF SEWER MANHOLES
STA. 7+33 RT
STA. 10+32 RT

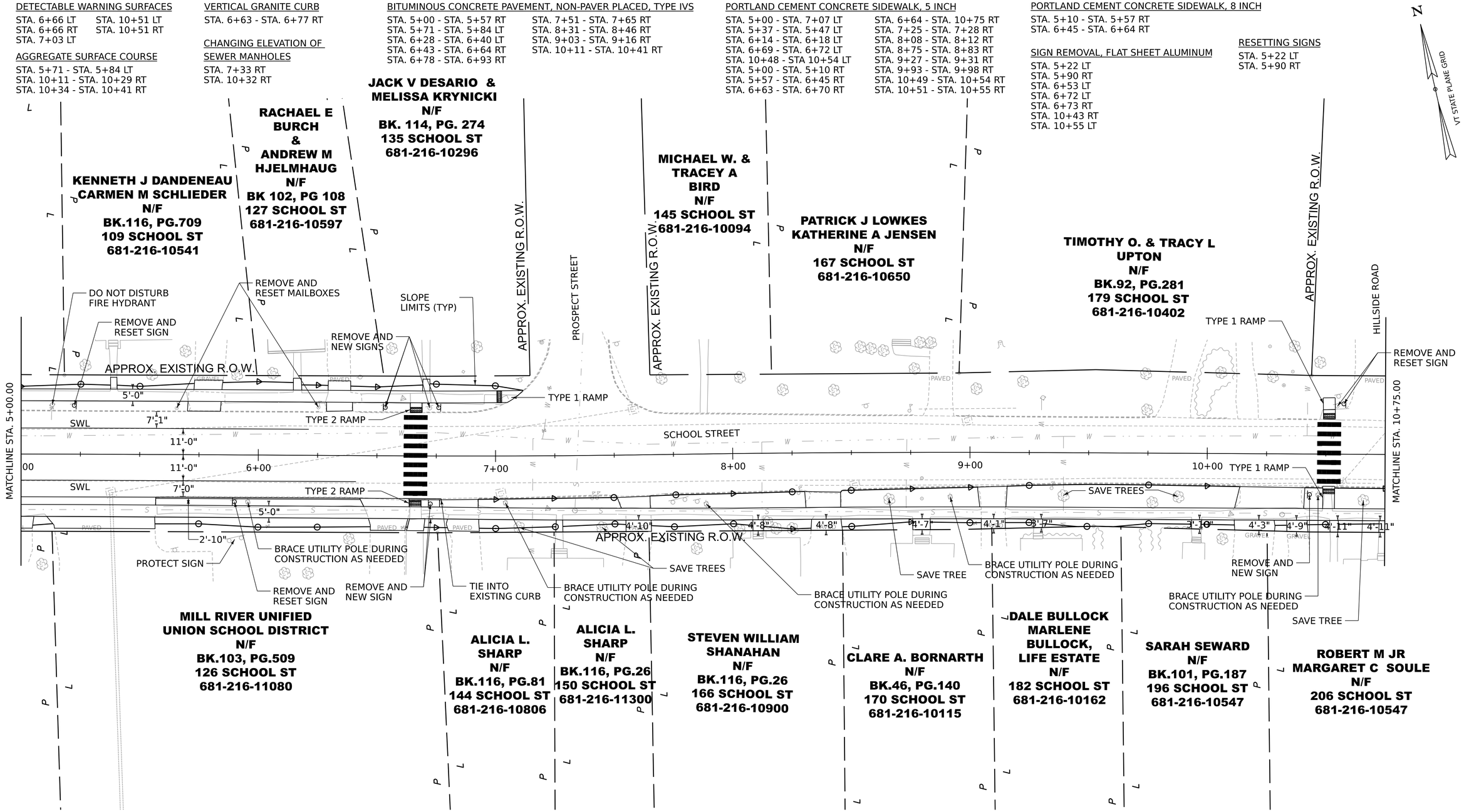
BITUMINOUS CONCRETE PAVEMENT, NON-PAVER PLACED, TYPE IVS
STA. 5+00 - STA. 5+57 RT
STA. 5+71 - STA. 5+84 LT
STA. 6+28 - STA. 6+40 LT
STA. 6+43 - STA. 6+64 RT
STA. 6+78 - STA. 6+93 RT
STA. 7+51 - STA. 7+65 RT
STA. 8+31 - STA. 8+46 RT
STA. 9+03 - STA. 9+16 RT
STA. 10+11 - STA. 10+41 RT

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
STA. 5+00 - STA. 7+07 LT
STA. 5+37 - STA. 5+47 LT
STA. 6+14 - STA. 6+18 LT
STA. 6+69 - STA. 6+72 LT
STA. 10+48 - STA 10+54 LT
STA. 5+00 - STA. 5+10 RT
STA. 5+57 - STA. 6+45 RT
STA. 6+63 - STA. 6+70 RT
STA. 6+64 - STA. 10+75 RT
STA. 7+25 - STA. 7+28 RT
STA. 8+08 - STA. 8+12 RT
STA. 8+75 - STA. 8+83 RT
STA. 9+27 - STA. 9+31 RT
STA. 9+93 - STA. 9+98 RT
STA. 10+49 - STA. 10+54 RT
STA. 10+51 - STA. 10+55 RT

PORTLAND CEMENT CONCRETE SIDEWALK, 8 INCH
STA. 5+10 - STA. 5+57 RT
STA. 6+45 - STA. 6+64 RT

SIGN REMOVAL, FLAT SHEET ALUMINUM
STA. 5+22 LT
STA. 5+90 RT
STA. 6+53 LT
STA. 6+72 LT
STA. 6+73 RT
STA. 10+43 RT
STA. 10+55 LT

RESETTING SIGNS
STA. 5+22 LT
STA. 5+90 RT



DURABLE 4 INCH WHITE LINE
STA. 5+00 - STA. 6+41 RT (PARKING LANE)
STA. 5+00 - STA. 6+21 LT (PARKING LANE)

DURABLE CROSSWALK MARKING
STA. 6+61 - STA. 6+71 RT/LT
STA. 10+46 - STA. 10+56 RT/LT

MASK EXISTING PAVEMENT MARKINGS
STA. 5+00 - STA. 7+00 RT
STA. 5+00 - STA. 7+00 LT

PAVEMENT MARKING LEGEND
SWL = SOLID WHITE LINE

0 20 40
SCALE IN FEET

PROJECT NAME:	WALLINGFORD
PROJECT NUMBER:	STP BP22(17)
FILE NAME: z58891_bdr_nu1.dgn	PLOT DATE: 4/5/2024
PROJECT LEADER: B.M. ROBERTS	DRAWN BY: S.L. LILLIS
DESIGNED BY: C.K. FORD	CHECKED BY: C.K. FORD
LAYOUT PLAN SHEETS (2 OF 4)	SHEET 7 OF 30

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
STA. 10+75 - STA. 10+54 LT
STA. 10+72 - STA. 10+77 RT
STA. 10+75 - STA. 16+00 RT
STA. 11+55 - STA. 11+58 RT
STA. 11+74 - STA. 11+77 RT
STA. 12+58 - STA. 12+62 RT
STA. 13+13 - STA. 13+18 RT

BITUMINOUS CONCRETE PAVEMENT, NON-PAVER PLACED, TYPE IVS
STA. 10+99 - STA. 11+39 RT
STA. 11+98 - STA. 12+13 RT
STA. 13+41 - STA. 13+57 RT
STA. 13+66 - STA. 13+78 RT
STA. 14+63 - STA. 14+76 RT
STA. 14+91 - STA. 15+07 RT

REMOVE AND RESET STONE WALKWAY
STA. 13+98 - STA. 14+01 RT
STA. 14+22 - STA. 14+27 RT
STA. 14+46 - STA. 14+48 RT

CHANGING ELEVATION OF SEWER MANHOLES
STA. 13+29 RT

AGGREGATE SURFACE COURSE
STA. 11+98 - STA. 12+13 RT
STA. 13+41 - STA. 13+57 RT
STA. 13+66 - STA. 13+78 RT

REMOVAL OF EXISTING CURB
STA. 11+15 - STA. 11+21 RT

N
VT STATE PLANE GRID

HILLSIDE ROAD
APPROX. EXISTING R.O.W.
APPROX. EXISTING R.O.W.
APPROX. EXISTING R.O.W.
APPROX. EXISTING R.O.W.
APPROX. EXISTING R.O.W.
MATCHLINE STA. 10+75.00
MATCHLINE STA. 16+00.00
SCHOOL STREET
11+00
12+00
13+00
14+00
15+00
SAVE TREE
SAVE TREES
SAVE TREE
SAVE TREE
5'-0"
4'-11"
PAVED
GRAVEL
SLOPE LIMITS (TYP)

DAVID S. & JOAN C KELLEY
N/F
681-216-11262

ALBERT L JONES & MARY M BILZ
N/F
253 SCHOOL ST
681-216-10555

RODNEY A & VIKKI J WARD
N/F
166 HILLSIDE RD
681-216-11160

ROBERT M JR MARGARET C SOULE
N/F
206 SCHOOL ST
681-216-10547

WOODLINE CARPENTRY BUILDERS INC.
N/F
BK.111, PG.535
224 SCHOOL ST
681-216-10789

ELOUISE A. HOUSERMAN LIFE ESTATE
SUSAN S. HOGAN SAMSON REVOCABLE TRUST
N/F
BK.103, PG.507
246 SCHOOL ST
681-216-10993

MICHAEL & KATHRYN LUZADER
N/F
BK.43, PG.365
258 SCHOOL ST
681-216-10652

JUSTIN H. JANKUS ABBEY D. HARLOW
N/F
BK.106, PG.215
274 SCHOOL ST
681-216-10306

0 20 40
SCALE IN FEET

vhb

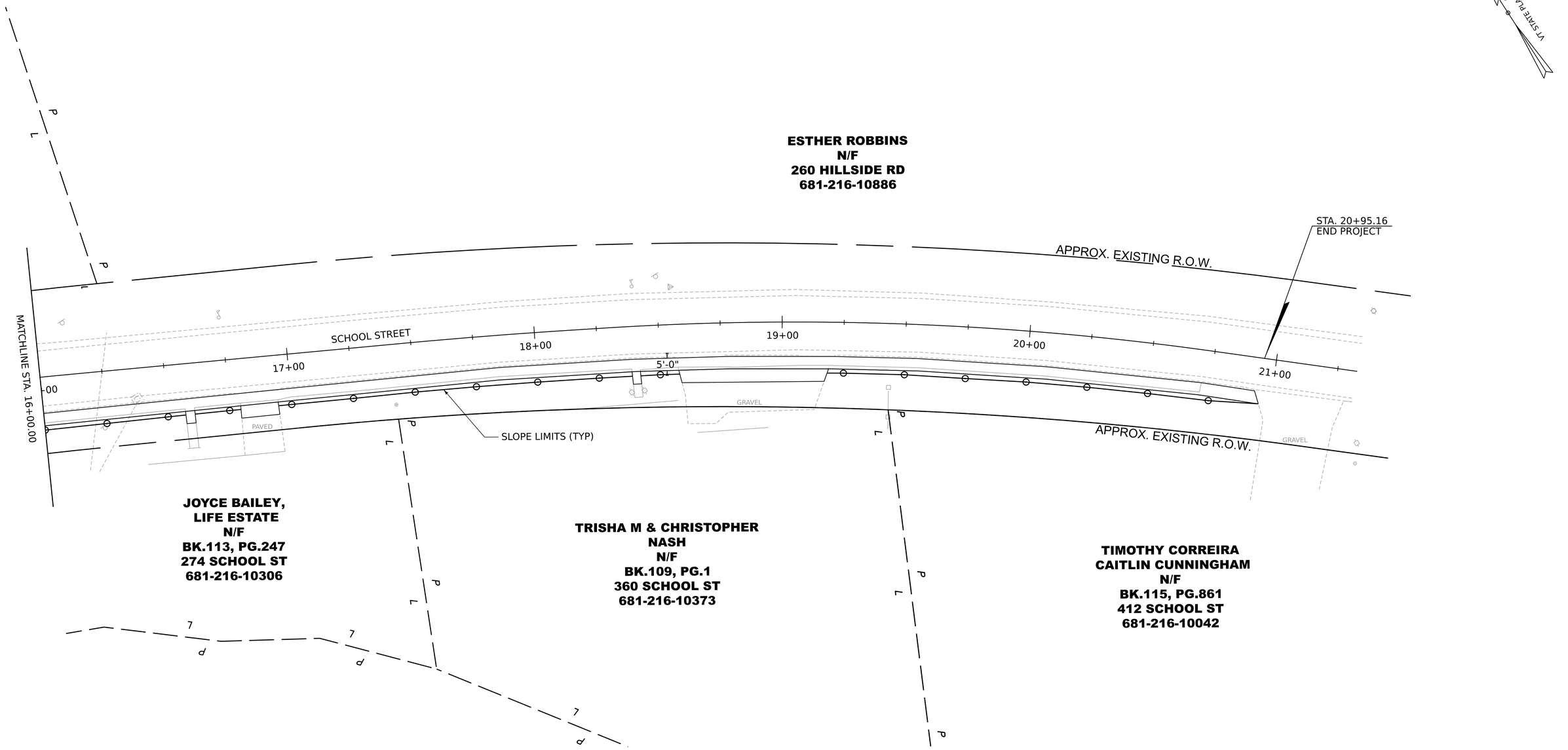
PROJECT NAME:	WALLINGFORD		
PROJECT NUMBER:	STP BP22(17)		
FILE NAME: z58891_bdr_nu1.dgn		PLOT DATE:	4/5/2024
PROJECT LEADER:	B.M. ROBERTS	DRAWN BY:	S.L. LILLIS
DESIGNED BY:	C.K. FORD	CHECKED BY:	C.K. FORD
LAYOUT PLAN SHEETS (3 OF 4)		SHEET	8 OF 30

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
STA. 16+00 - STA. 21+01 RT
STA. 16+57 - STA. 16+61 RT
STA. 18+38 - STA. 18+42 RT

BITUMINOUS CONCRETE PAVEMENT, NON-PAVER PLACED, TYPE IVS
STA. 16+79 - STA. 16+95 RT
STA. 18+57 - STA. 19+19 RT

AGGREGATE SURFACE COURSE
STA. 18+57 - STA. 19+19 RT

N
VT STATE PLANE GRID



0 20 40
SCALE IN FEET

PROJECT NAME:	WALLINGFORD
PROJECT NUMBER:	STP BP22(17)

FILE NAME: z58891_bdr_nu1.dgn		PLOT DATE:	4/5/2024
PROJECT LEADER:	B.M. ROBERTS	DRAWN BY:	S.L. LILLIS
DESIGNED BY:	C.K. FORD	CHECKED BY:	C.K. FORD
LAYOUT PLAN SHEETS (4 OF 4)		SHEET 9	OF 30

TRAFFIC CONTROL NOTES

1. THE CONTRACTOR SHALL SUBMIT A DETAILED TRAFFIC CONTROL PLAN TO THE ENGINEER FOR APPROVAL. ALL CHANGES TO THE TRAFFIC CONTROL PLAN MUST BE APPROVED BY THE ENGINEER. MODIFICATIONS TO THE APPROVED TRAFFIC CONTROL PLAN FOR VEHICLES OR PEDESTRIANS SHALL BE SUBMITTED TO THE ENGINEER PRIOR TO THE IMPLEMENTATION OF THE CHANGE.

2. ALL TRAFFIC CONTROL DEVICES SHALL BE IN COMPLIANCE WITH THE 11th EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)AND VAOT "STANDARD DRAWINGS". ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND SHALL BE INSTALLED AS DIRECTED BY THE ENGINEER. PAYMENT SHALL BE INCIDENTAL TO CONTRACT ITEM 641.1100 "TRAFFIC CONTROL, ALL-INCLUSIVE". THE PLAN SHALL ACCOMMODATE VEHICLE TRAFFIC, PEDESTRIAN TRAFFIC, AND EMERGENCY SERVICES. THE TRAFFIC CONTROL PLAN SHALL INCLUDE ALL TEMPORARY SIGNS, PAVEMENT MARKINGS, CHANNELIZING DEVICES, ARROW PANELS, 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. CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS TO ALL COMMERCIAL AND MUNICIPAL PROPERTIES DURING BUSINESS HOURS. PEDESTRIAN ACCESS SHALL MEET ALL APPLICABLE AMERICANS WITH DISABILITIES ACT (ADA) REQUIREMENTS. POSITIVE GUIDANCE SHALL BE PROVIDED TO SEPARATE PEDESTRIAN ACCESS FROM THE WORK AREA AND VERTICAL GRADE CHANGES. ACCESS TO PROPERTIES MAY BE RESTRICTED FOR SHORT DURATIONS OF NOT MORE THAN TWO HOURS WITH THE PERMISSION AND PRIOR NOTIFICATION OF THE OWNER DURING BUSINESS HOURS. CONTRACTOR SHALL COORDINATE MAJOR WORK ADJACENT TO COMMERCIAL AND MUNICIPAL ACCESS AREAS WITH THE OWNER AND TOWN AT LEAST ONE WEEK PRIOR TO STARTING THE WORK IN THE AREA. ALL COSTS ASSOCIATED WITH COORDINATION AND MAINTAINING PEDESTRIAN ACCESS WILL BE CONSIDERED INCIDENTAL TO ITEM 641.1100 "TRAFFIC CONTROL, ALL-INCLUSIVE". THE CONTRACTOR SHALL PROVIDE ACCESS THROUGH THE WORK ZONE FOR EMERGENCY VEHICLES AT ALL TIMES OR COORDINATE EMERGENCY ROUTES.

4. SEE STANDARD T-1 FOR ADDITIONAL INFORMATION. IF LANE CLOSURES OR RESTRICTIONS ARE NEEDED, THE CONTRACTOR SHALL REFER TO TA-3, TA-10 AND TA-12 OF THE MUTCD FOR GUIDANCE REGARDING ADDITIONAL TRAFFIC CONTROL MEASURES. LANE CLOSURES WILL REQUIRE FLAGGERS OR TEMPORARY SIGNALS TO BE USED TO ASSIST TRAFFIC FLOW.

5. ACCOMODATIONS FOR POSTAL DELIVERY, NEWSPAPER ROUTES, TRASH SERVICE AND/OR OTHER DELIVERY SERVICES INTERRUPTED BY THE PROJECT SHALL BE COMMUNICATED WITH THE PROPER CONTACTS.

6. THE CONTRACTOR SHALL PROVIDE ACCESS THROUGH THE WORK ZONE FOR EMERGENCY VEHICLES OR COORDINATE EMERGENCY ROUTES PRIOR TO THE START OF CONSTRUCTION.

7. FLAGGER PERSONNEL WILL BE USED TO HOLD AND RELEASE TRAFFIC. FLAGGING PERSONNEL 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.

8. AS THE CONSTRUCTION OPERATIONS MOVE, FLAGGERS SHALL BE MOVED ACCORDINGLY. AT NO TIME SHOULD THE FLAGGER SYMBOL SIGN BE MORE THAN 500 FEET FROM THE FLAGGER STATION. FLAGGER SIGNS SHALL BE COVERED OR TURNED AWAY FROM TRAFFIC WHEN FLAGGING OPERATIONS CEASE FOR LONGER THAN 15 MINUTES.

9. FLAGGER SYMBOL SHALL BE IN ADVANCE OF THE FLAGGER STATION SUCH THAT APPROACHING ROAD USERS WILL HAVE SUFFICIENT DISTANCE TO STOP AT THE INTENDED STOPPING POINT. SEE TABLE 6B-2 STOPPING SIGHT DISTANCE AS A FUNCTION OF SPEED IN THE 2023 MUTCD SECTION 6B.06 ACTIVITY AREA.

10. ONE-LANE CLOSURES SHALL NOT EXCEED THE LENGTHS SPECIFIED PER THE TRAFFIC VOLUMES BELOW:

LENGTH OF CLOSURE	MAX. DHV	MAX. ADT
2500 FT	500	4000
1500 FT	1000	7500
1000 FT	1500	11500

PEDESTRIAN TEMPORARY TRAFFIC CONTROL NOTES

1. CONTRACTOR SHALL DIRECT ALL PEDESTRIAN TRAFFIC DOWN EXISTING SIDEWALK ON THE OPPOSITE SIDE OF THE STREET TO DETOUR THE WORK ZONE.

2. 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.

3. PEDESTRIAN ACCESS SHALL BE PROVIDED TO ALL ADJACENT PROPERTIES, BUILDINGS, RESIDENCES, COMMERCIAL PROPERTIES AND TRANSIT STOPS. THIS MAY INCLUDE TEMPORARY WALKWAYS SPANNING THE CONSTRUCTION AREA.

4. IF SIDEWALKS ARE CLOSED, A TEMPORARY PEDESTRIAN ACCESS ROUTE (TPAR) SHALL BE PROVIDED ON THE SAME SIDE OF THE ROAD AS THE CLOSED SIDEWALK, IF POSSIBLE. SIGNS AND BARRICADES SHALL BE USED TO PROVIDE ADVANCE NOTICE OF THE CLOSURE AND THE ROUTE OF ANY PEDESTRIAN DETOURS. THE TPAR SHALL HAVE A MINIMUM UNOBSTRUCTED WIDTH OF 4 FEET. IF THE TPAR IS LESS THAN 5 FEET IN WIDTH, A 5 FOOT BY 5 FOOT PASSING SPACE MUST BE PROVIDED AT LEAST EVERY 200 FEET. THE SURFACE OF THE TPAR SHALL BE FIRM, STABLE AND SLIP-RESISTANT AND CONTINUOUS WITH A MINIMUM 80 INCHES OVERHEAD CLEARANCE FOR THE LENGTH OF THE TPAR. THE TPAR SHALL MAINTAIN THE SAME LEVEL OF ACCESSIBILITY AND DETECTABILITY AS THE FACILITY THAT IS BEING CLOSED. THE TPAR SHALL NOT LEAD PEDESTRIANS INTO CONFLICTS WITH VEHICLES, EQUIPMENT, OR CONSTRUCTION OPERATIONS.

5. WHEN TEMPORARY CROSSWALKS ARE UTILIZED FOR THE TPAR, TEMPORARY DETECTABLE WARNINGS SHALL BE PLACED AT EACH END OF THE TEMPORARY CROSSWALKS. THE TEMPORARY CROSSWALK SHALL BE DELINEATED WITH TEMPORARY PAVEMENT MARKINGS OR TAPE. THE MARKINGS SHALL BE PARALLEL 12 INCH WIDE WHITE LINES PLACE 7 FEET ON CENTER APART. IT SHOULD BE NOTED THAT CURB PARKING SHALL BE PROHIBITED FOR AT LEAST 20 FEET 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 NIGHTTIME USE.

7. INDIVIDUAL CHANNELIZING DEVICES, TAPE, OR ROPE USED TO CONNECT INDIVIDUAL DEVICES AND OTHER DISCONTINUOUS BARRIERS AND DEVICES, PAVEMENT MARKINGS ARE NOT DETECTABLE BY PERSONS WITH VISUAL DISABILITIES. THESE MEASURES DO NOT PROVIDE ACCEPTABLE PATH GUIDANCE ON TEMPORARY OR RE-ALIGNED SIDEWALKS OR OTHER PEDESTRIAN FACILITIES. PEDESTRIAN CHANNELIZING DEVICES SHALL INCLUDE A CONTINUOUSLY DETECTABLE BOTTOM AND TOP EDGE THROUGHOUT THE LENGTH OF THE FACILITY SUCH THAT IT CAN BE FOLLOWED BY PEDESTRIANS USING LONG CANES FOR GUIDANCE.

8. CHANNELIZING DEVICES ON BOTH SIDES OF THE TPAR SHALL INCLUDE A CONTINUOUS SOLID TOP AND BOTTOM RAILS. THE TOP EDGE OF THE TOP RAIL SHALL BE BETWEEN 32 INCHES AND 38 INCHES ABOVE THE GROUND LEVEL. THE BOTTOM RAIL SHALL BE AT LEAST 6 INCHES WIDE, WITH THE BOTTOM EDGE OF THE BOTTOM RAIL SURFACE NO HIGHER THAN 2 INCHES ABOVE THE GROUND.

9. IF THE TPAR IS ADJACENT TO MOVING TRAFFIC, CONSTRUCTION OPERATIONS/EQUIPMENT, OR 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. PROVISION OF THE TPAR AND ALL ITS ELEMENTS, INCLUDING BUT NOT LIMITED TO SIGNS, CHANNELIZING DEVICES, BARRICADES, TEMPORARY CURB RAMPS, TEMPORARY PAVEMENT MARKINGS AND OTHER TRAFFIC CONTROL DEVICES IS TO BE PAID FOR INCIDENTAL TO ITEM 641.1100 "TRAFFIC CONTROL, ALL-INCLUSIVE".

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

13. AS THE NEW SIDEWALK IS CONSTRUCTED, THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLOSING OFF THE FULL WIDTH OF THE SIDEWALK DURING NON-WORKING HOURS AND UNTIL THE PROJECT IS COMPLETED TO PREVENT PEDESTRIANS AND BICYCLISTS FROM ENTERING THE WORK AREA.

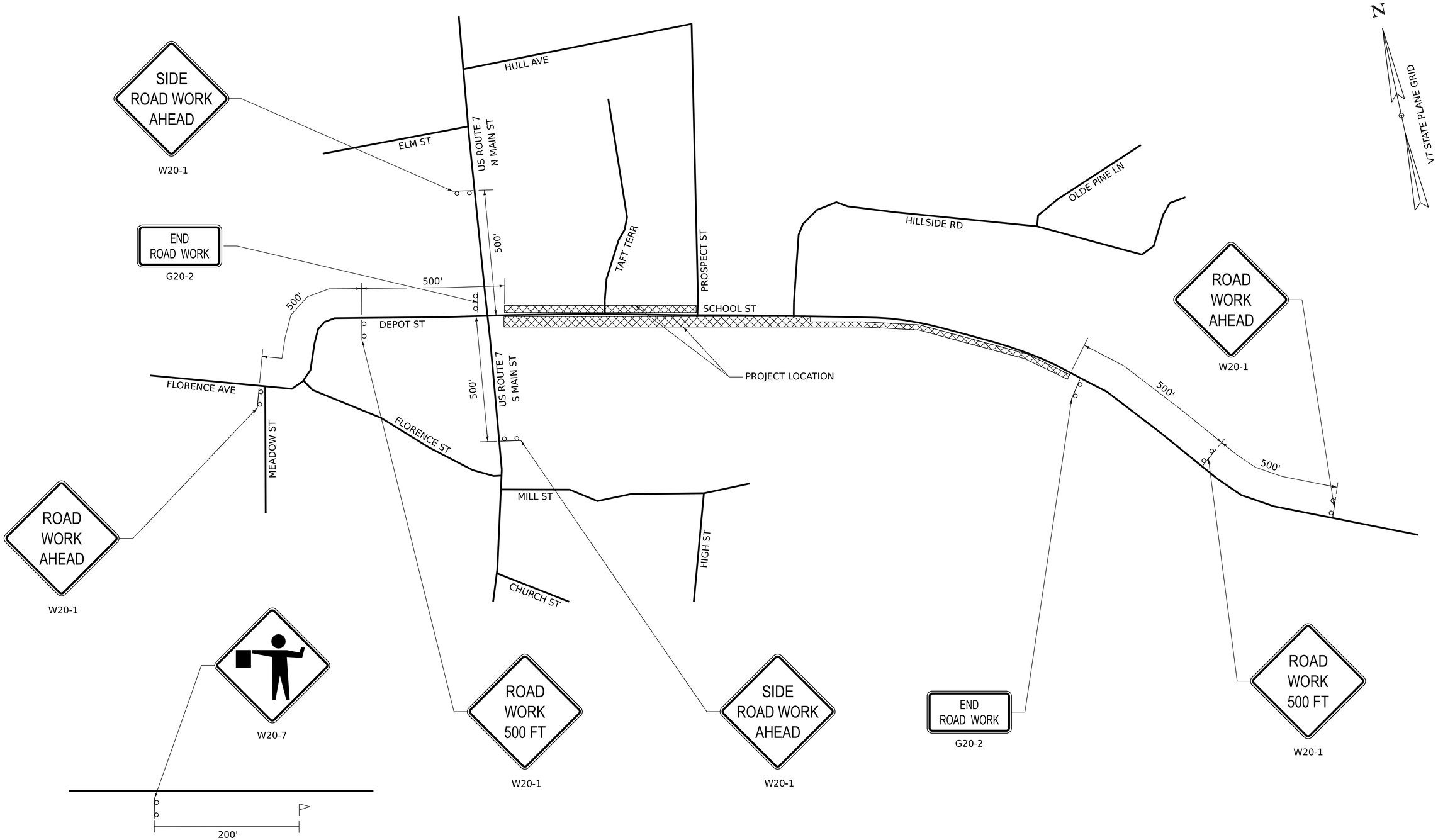
14. WHEN EXISTING PEDESTRIAN FACILITIES (SIDEWALKS OR PATHWAYS) ARE DISRUPTED, CLOSED, OR RELOCATED IN A TTC ZONE, THE TEMPORARY FACILITIES SHALL BE DETECTABLE AND INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH THE FEATURES PRESENT IN THE EXISTING FACILITY. (MUTCD PART 6 SECTION 6C.03 PARAGRAPH 04).

vhb

PROJECT NAME: WALLINGFORD
PROJECT NUMBER: STP BP22(17)

FILE NAME: z58991_TCP.dgn
PROJECT LEADER: B.M. ROBERTS
DESIGNED BY: C.K. FORD
TRAFFIC CONTROL PLAN NARRATIVE

PLOT DATE: 4/5/2024
DRAWN BY: S.L. LILLIS
CHECKED BY: C.K. FORD
SHEET 10 OF 30



ADDITIONAL SIGNAGE WHEN FLAGGERS ARE ACTIVELY WORKING

= FLAGGER

CONSTRUCTION APPROACH SIGNAGE

NOT TO SCALE

PROJECT NAME:	WALLINGFORD
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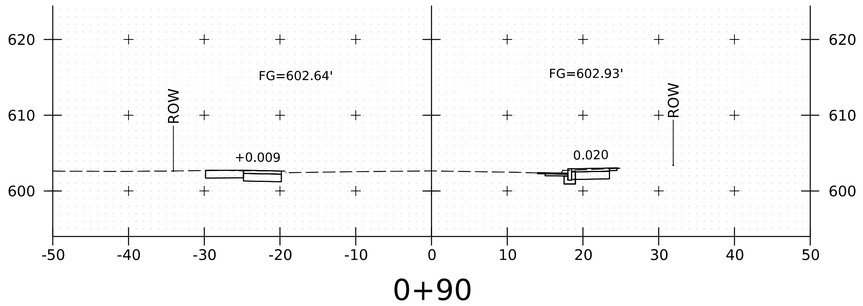
DESIGNED BY:	C.K. FORD	CHECKED BY:	C.K. FORD
TRAFFIC CONTROL PLAN SHEETS		SHEET	11 OF 30



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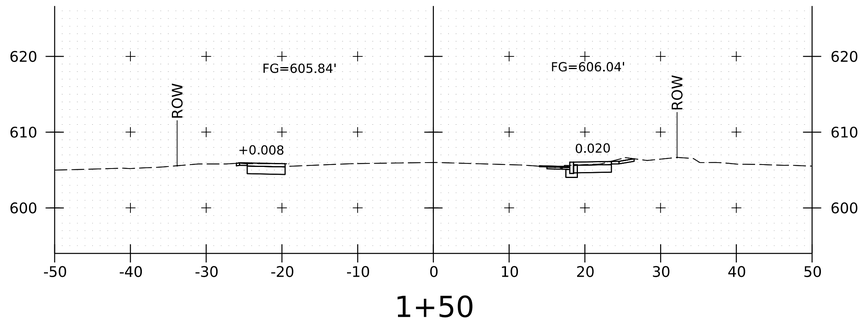

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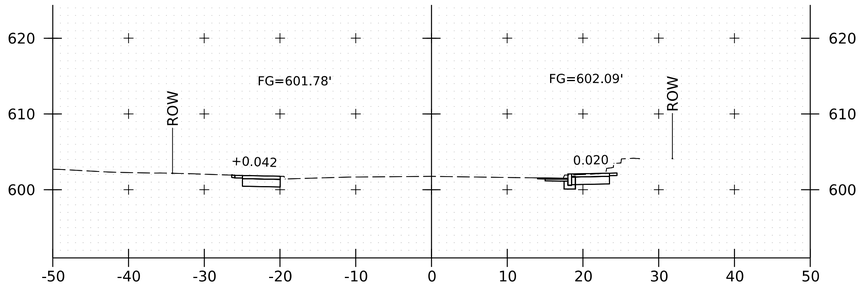
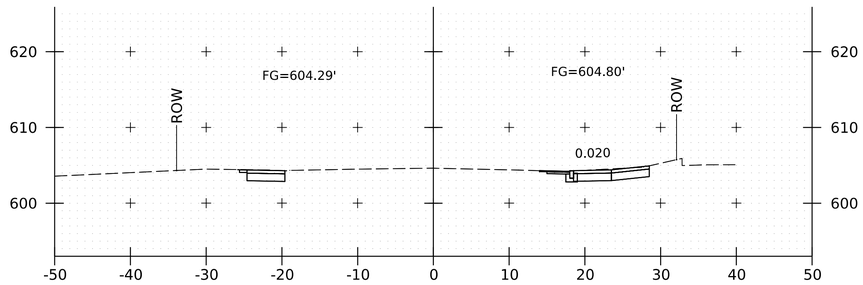
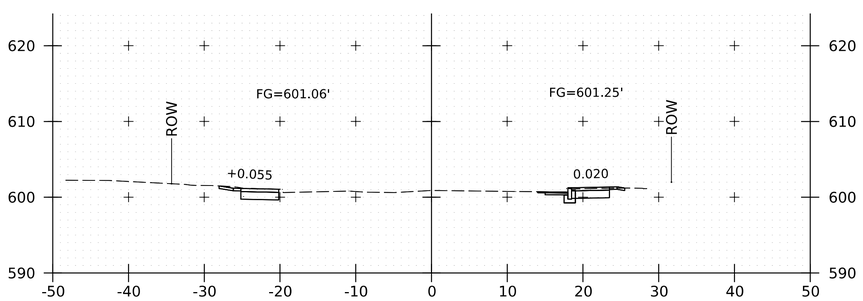


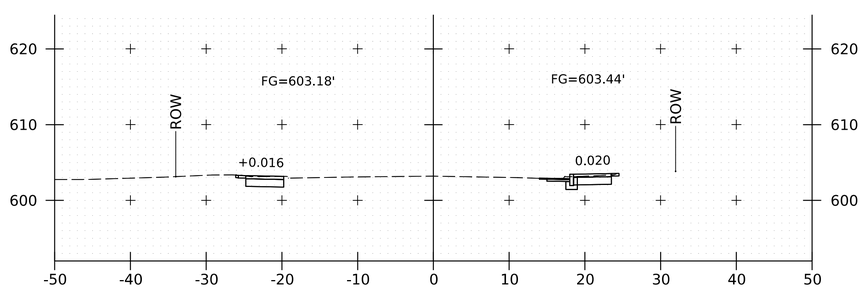
0+75



1+25



0+60

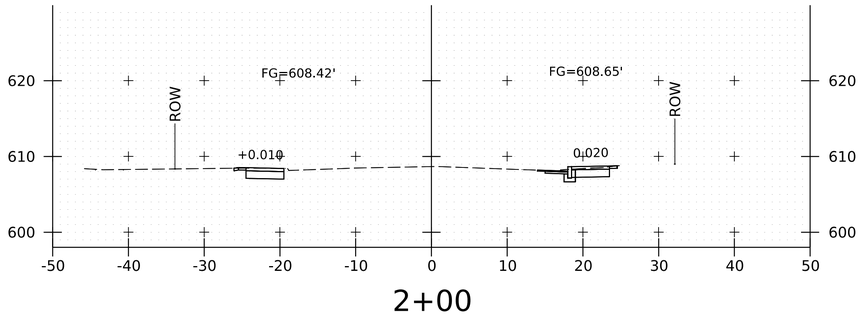


1+00

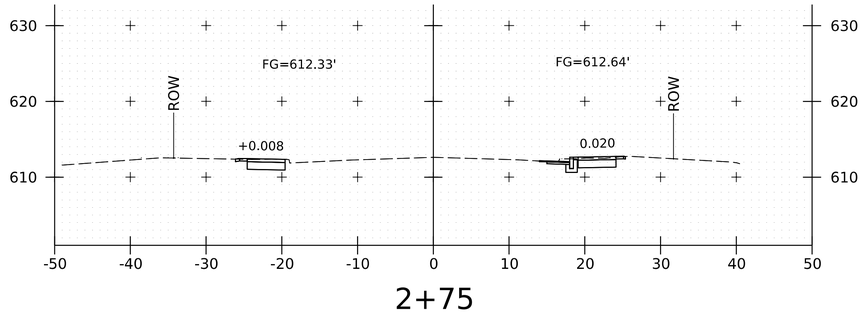
FG REPRESENTS THE PROPOSED ELEVATION
OF THE FRONT OF SIDEWALK.

PROJECT NAME:	WALLINGFORD
PROJECT NUMBER:	STP BP22(17)

FILE NAME:	z59881_xs.dgn	PLOT DATE:	4/5/2024
PROJECT LEADER:	B.M. ROBERTS	DRAWN BY:	S.L. LILLIS
DESIGNED BY:	C.K. FORD	CHECKED BY:	C.K. FORD
CROSS SECTION SHEETS (1 OF 19)		SHEET	12 OF 30



2+00



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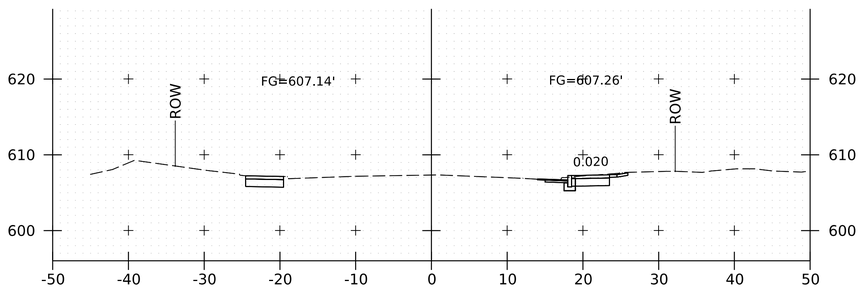
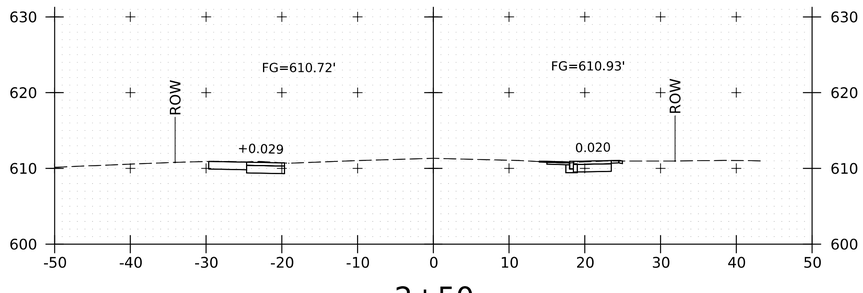


1+75



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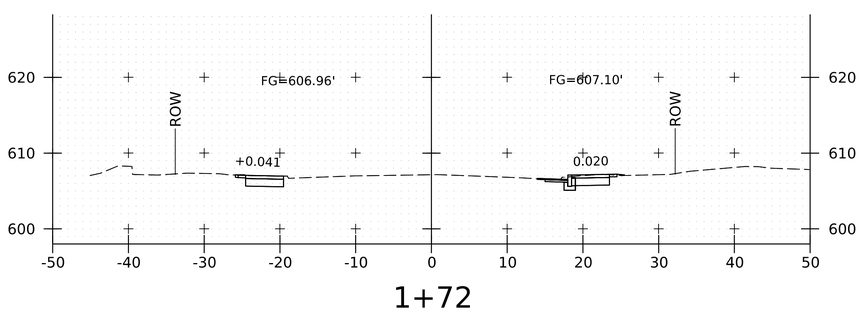
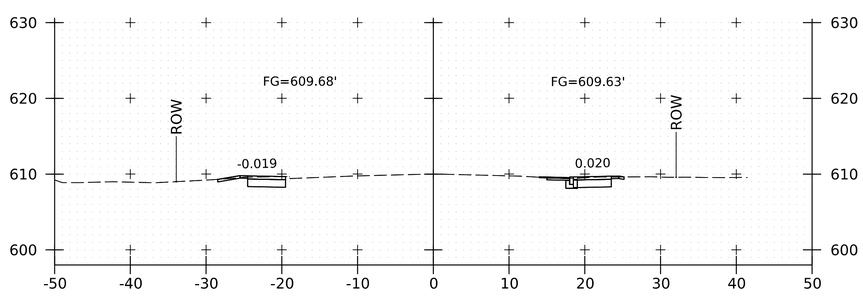


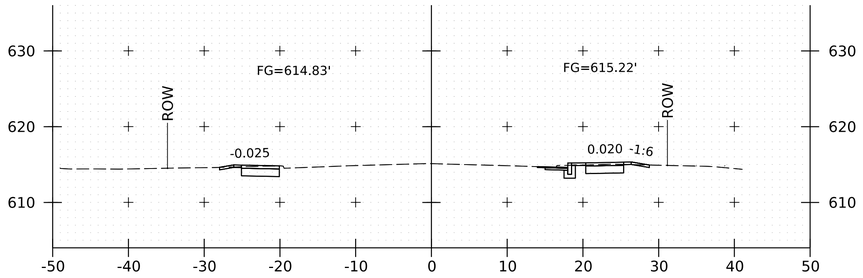
1+72



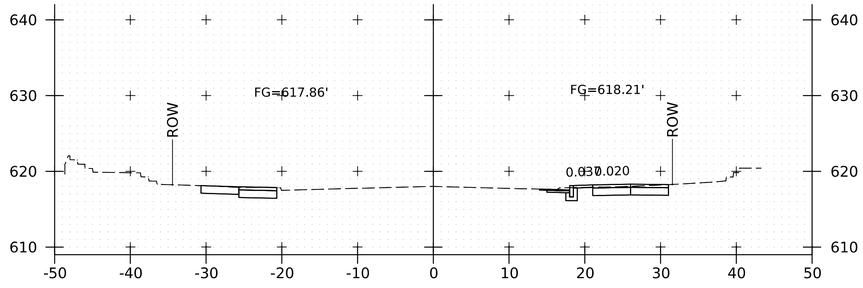
2+25

FG REPRESENTS THE PROPOSED ELEVATION
OF THE FRONT OF SIDEWALK.

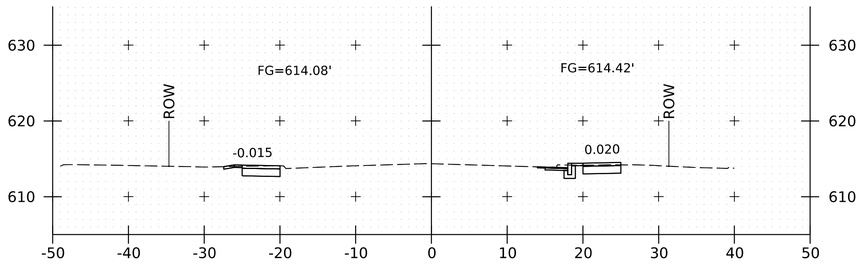
PROJECT NAME:	WALLINGFORD
PROJECT NUMBER:	STP BP22(17)
FILE NAME: z59881_xs.dgn	PLOT DATE: 4/5/2024
PROJECT LEADER: B.M. ROBERTS	DRAWN BY: S.L. LILLIS
DESIGNED BY: C.K. FORD	CHECKED BY: C.K. FORD
CROSS SECTION SHEETS (2 OF 19)	SHEET 13 OF 30



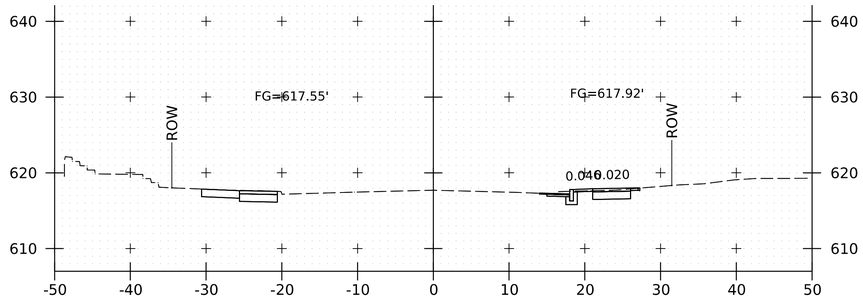
3+25



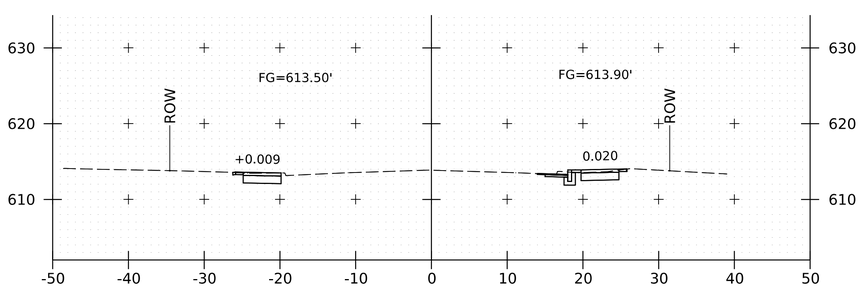
3+81



3+10



3+75



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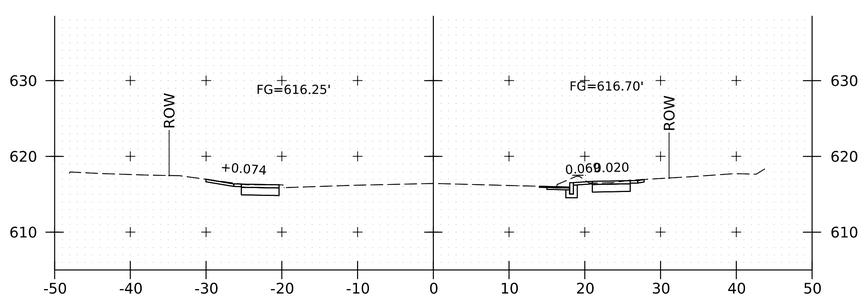
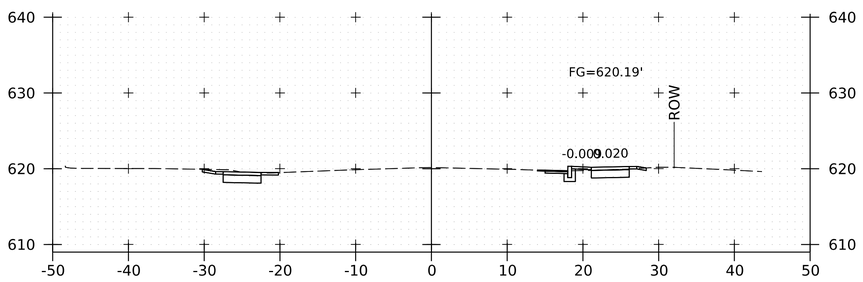


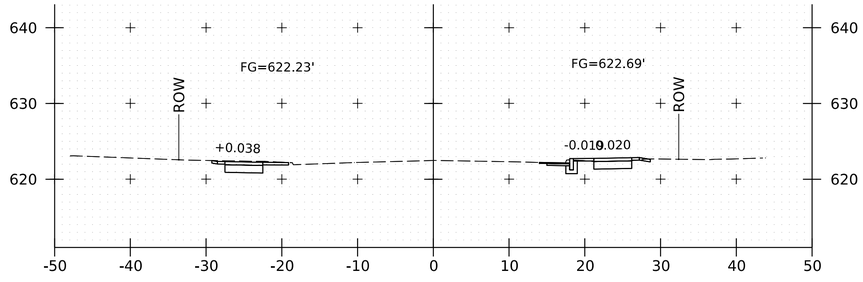
3+50

FG REPRESENTS THE PROPOSED ELEVATION
OF THE FRONT OF SIDEWALK.

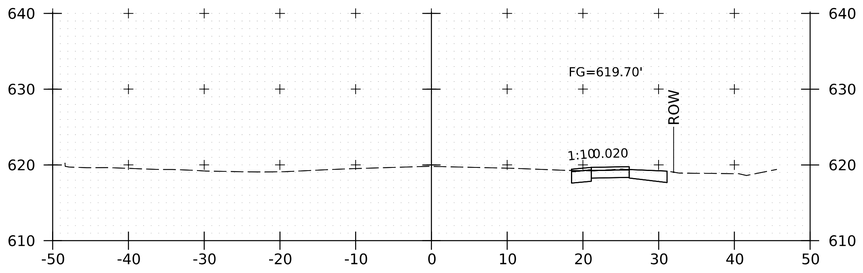
PROJECT NAME:	WALLINGFORD
PROJECT NUMBER:	STP BP22(17)
FILE NAME: z59881_xs.dgn	PLOT DATE: 4/5/2024
PROJECT LEADER: B.M. ROBERTS	DRAWN BY: S.L. LILLIS
DESIGNED BY: C.K. FORD	CHECKED BY: C.K. FORD
CROSS SECTION SHEETS (3 OF 19)	SHEET 14 OF 30



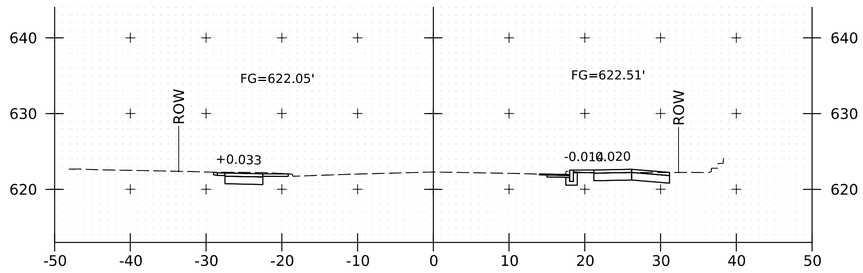
4+25



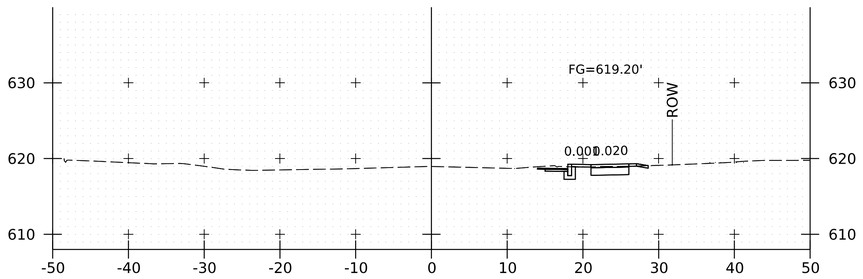
4+75



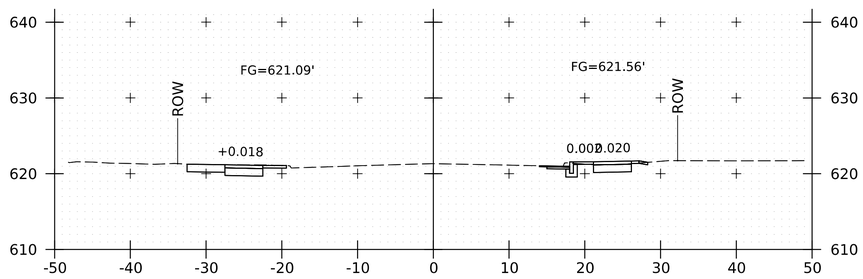
4+17



4+71



4+00

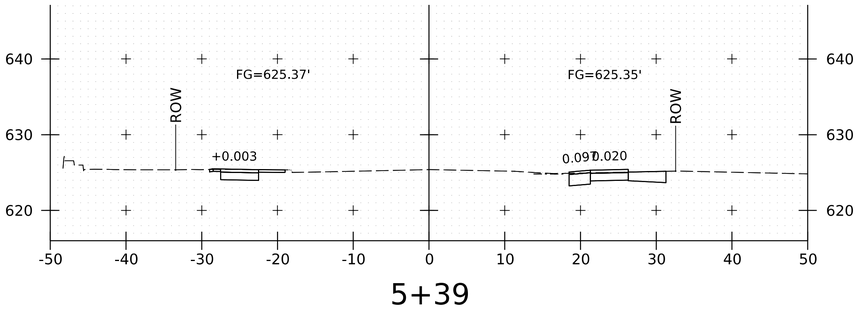


4+50

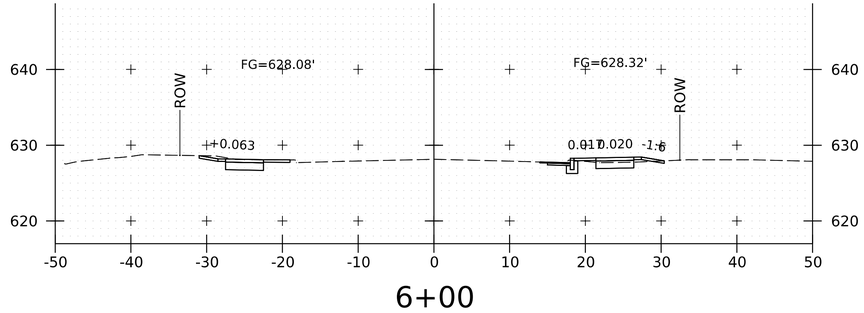
FG REPRESENTS THE PROPOSED ELEVATION OF THE FRONT OF SIDEWALK.

PROJECT NAME:	WALLINGFORD
PROJECT NUMBER:	STP BP22(17)

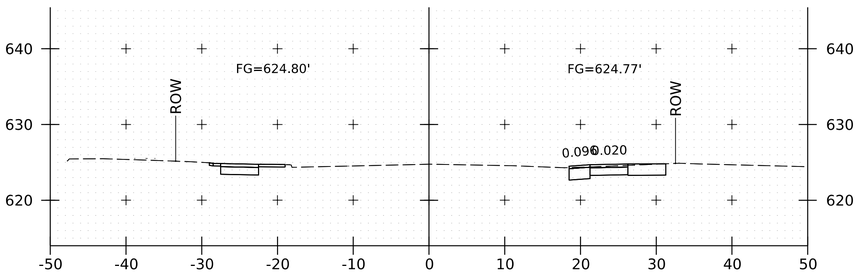
FILE NAME: z59881_xs.dgn		PLOT DATE:	4/5/2024
PROJECT LEADER:	B.M. ROBERTS	DRAWN BY:	S.L. LILLIS
DESIGNED BY:	C.K. FORD	CHECKED BY:	C.K. FORD
CROSS SECTION SHEETS (4 OF 19)		SHEET	15 OF 30



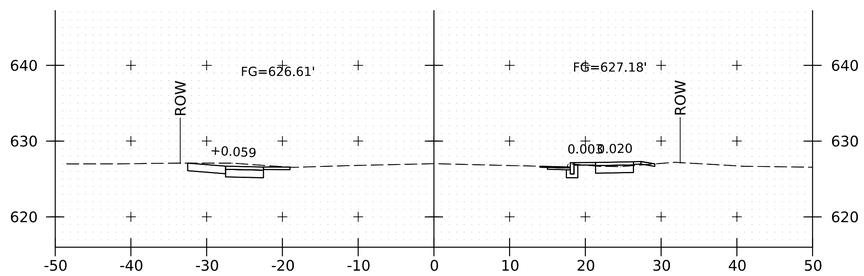
5+39



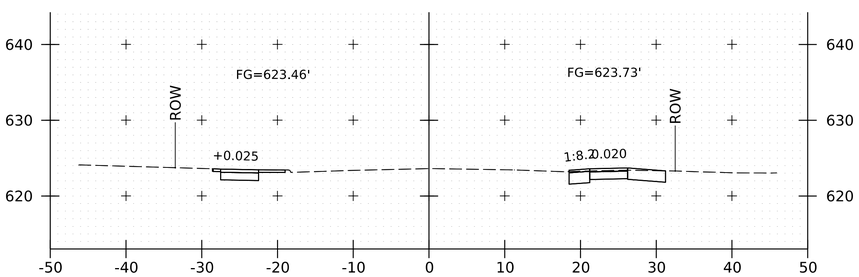
6+00



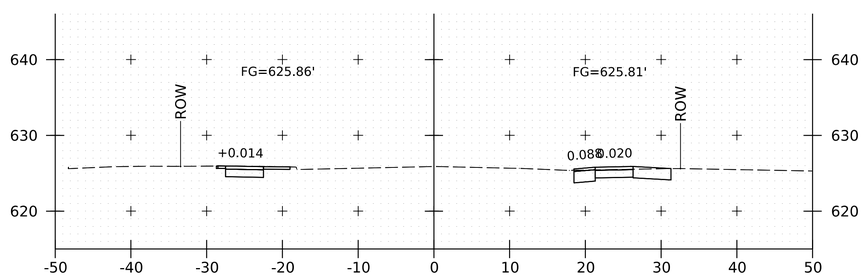
5+25



5+75



5+00

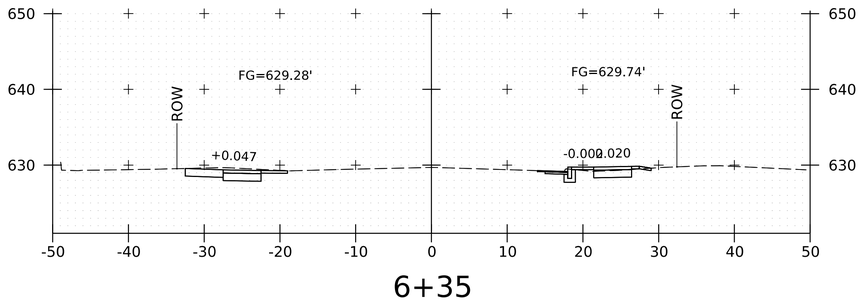


5+50

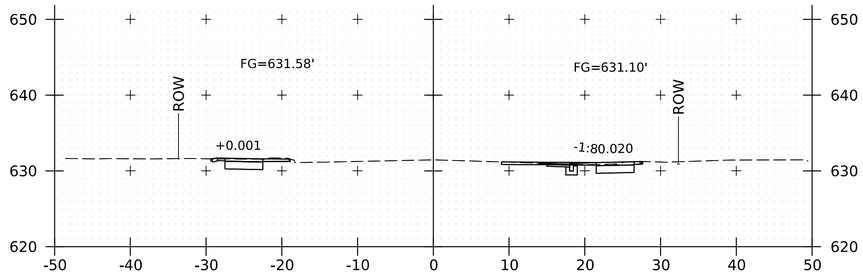
FG REPRESENTS THE PROPOSED ELEVATION
OF THE FRONT OF SIDEWALK.

PROJECT NAME:	WALLINGFORD
PROJECT NUMBER:	STP BP22(17)

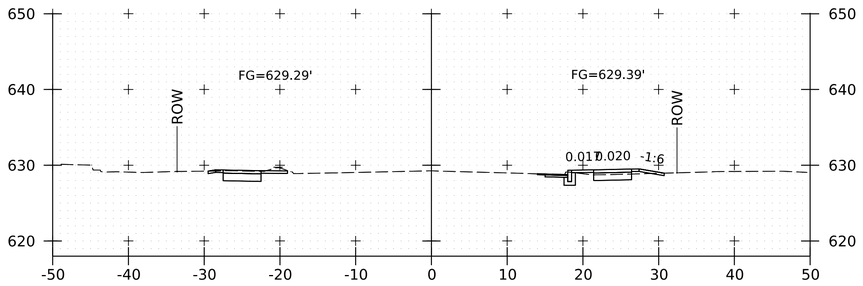
FILE NAME:	z59881_xs.dgn	PLOT DATE:	4/5/2024
PROJECT LEADER:	B.M. ROBERTS	DRAWN BY:	S.L. LILLIS
DESIGNED BY:	C.K. FORD	CHECKED BY:	C.K. FORD
CROSS SECTION SHEETS (5 OF 19)		SHEET	16 OF 30



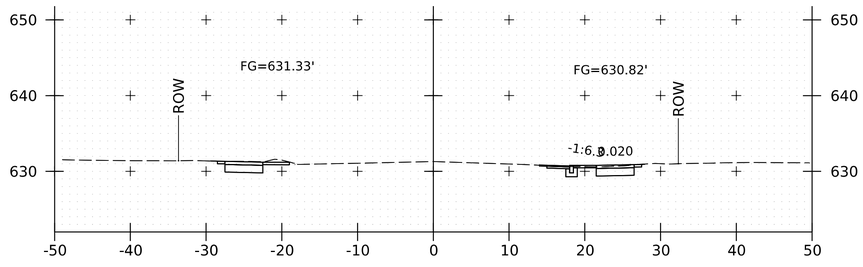
6+35



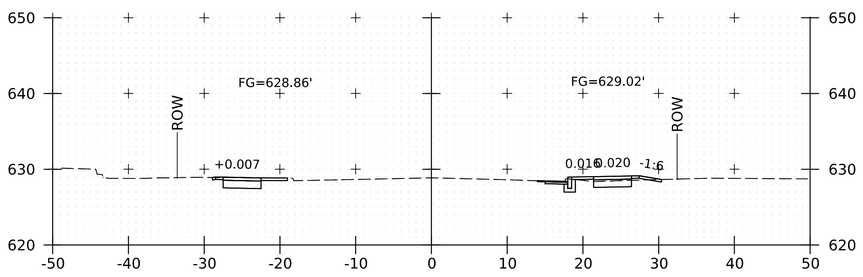
6+75



6+25



6+71



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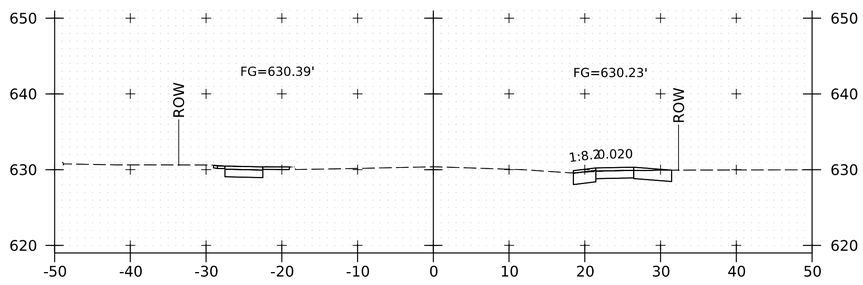
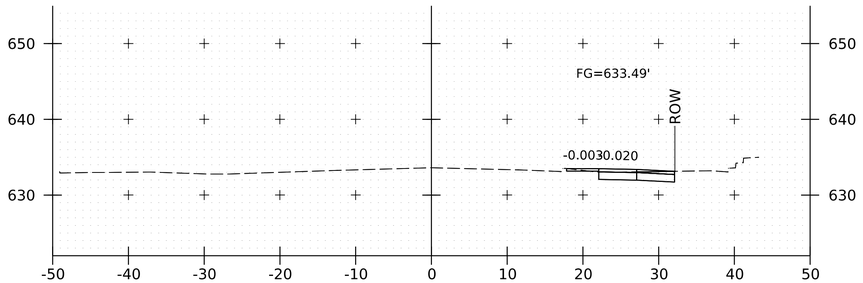


6+50

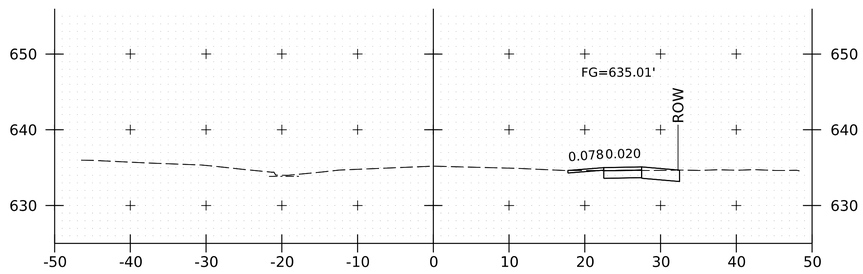
FG REPRESENTS THE PROPOSED ELEVATION
OF THE FRONT OF SIDEWALK.

PROJECT NAME:	WALLINGFORD
PROJECT NUMBER:	STP BP22(17)

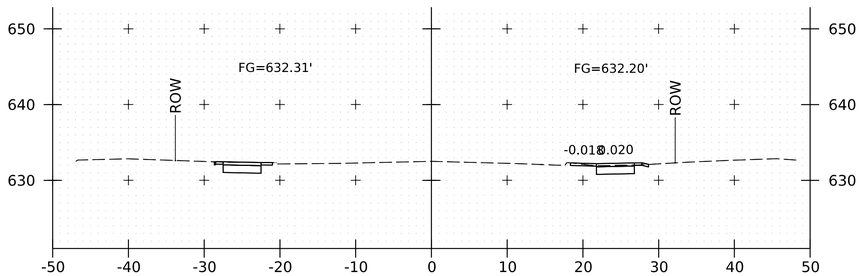
FILE NAME:	z59881_xs.dgn	PLOT DATE:	4/5/2024
PROJECT LEADER:	B.M. ROBERTS	DRAWN BY:	S.L. LILLIS
DESIGNED BY:	C.K. FORD	CHECKED BY:	C.K. FORD
CROSS SECTION SHEETS (6 OF 19)		SHEET	17 OF 30



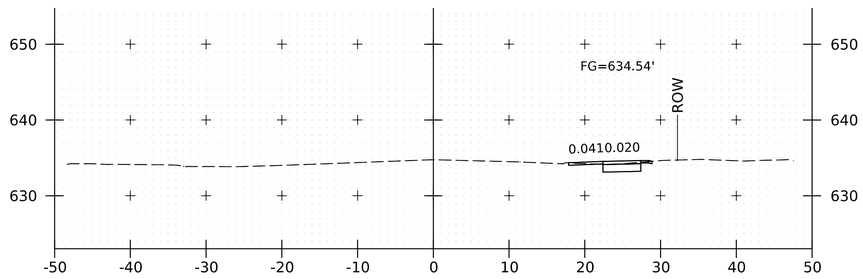
7+25



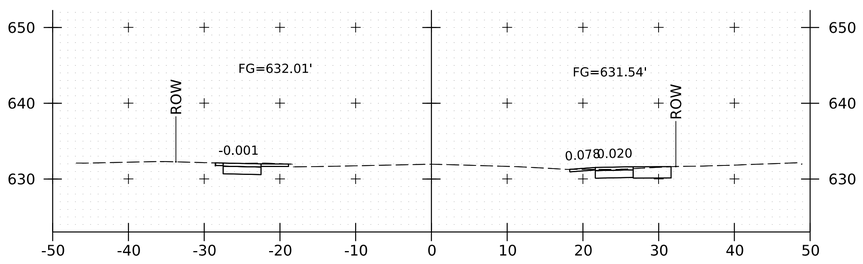
7+60



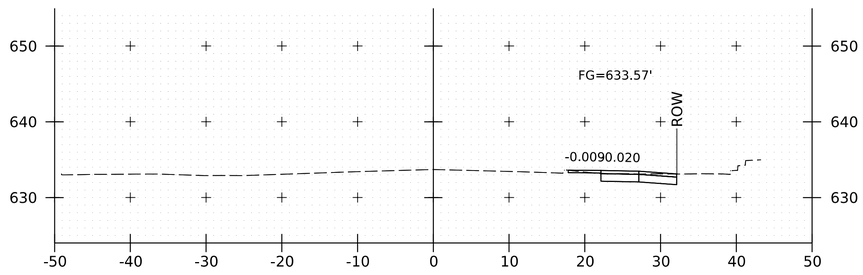
7+00



7+50



6+87

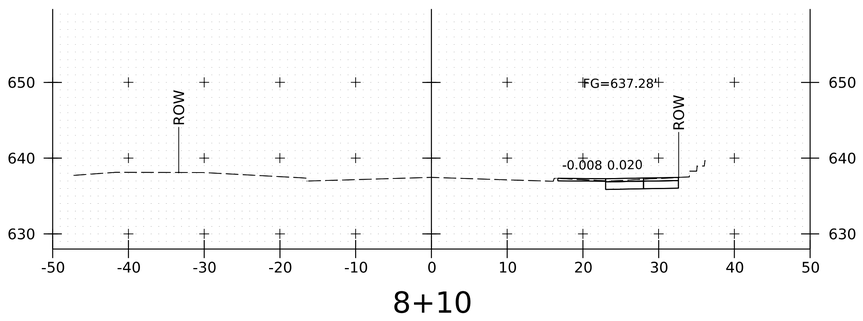


7+27

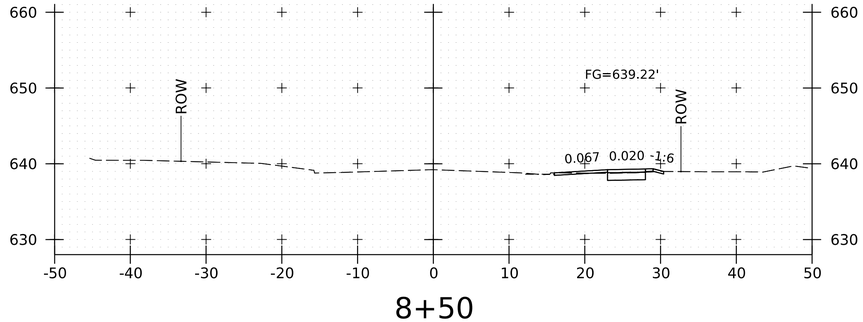
FG REPRESENTS THE PROPOSED ELEVATION
OF THE FRONT OF SIDEWALK.

PROJECT NAME:	WALLINGFORD
PROJECT NUMBER:	STP BP22(17)

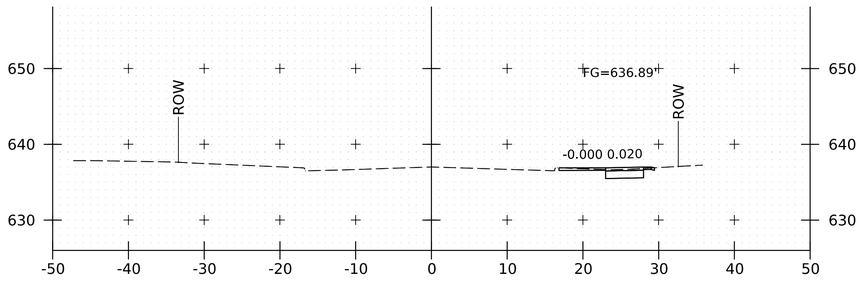
FILE NAME:	z59881_xs.dgn	PLOT DATE:	4/5/2024
PROJECT LEADER:	B.M. ROBERTS	DRAWN BY:	S.L. LILLIS
DESIGNED BY:	C.K. FORD	CHECKED BY:	C.K. FORD
CROSS SECTION SHEETS (7 OF 19)		SHEET	18 OF 30



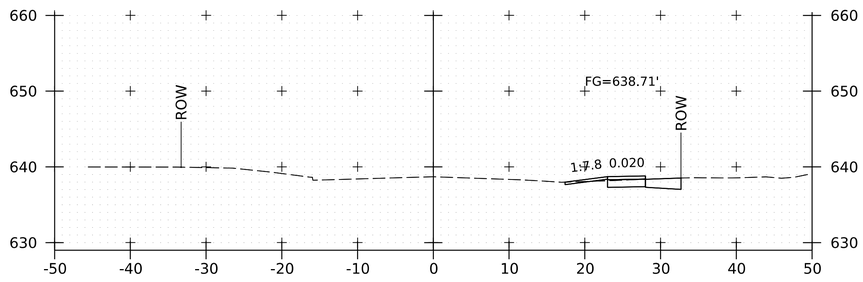
8+10



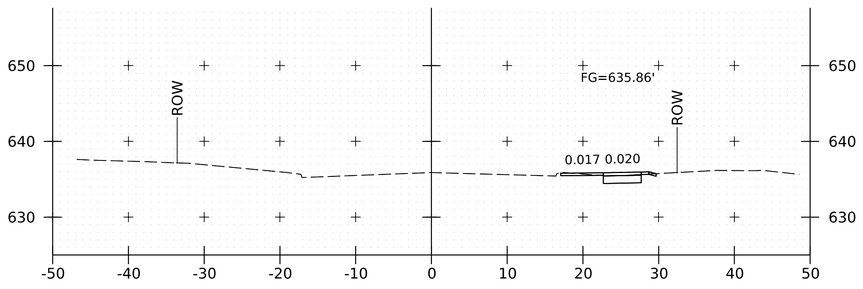
8+50



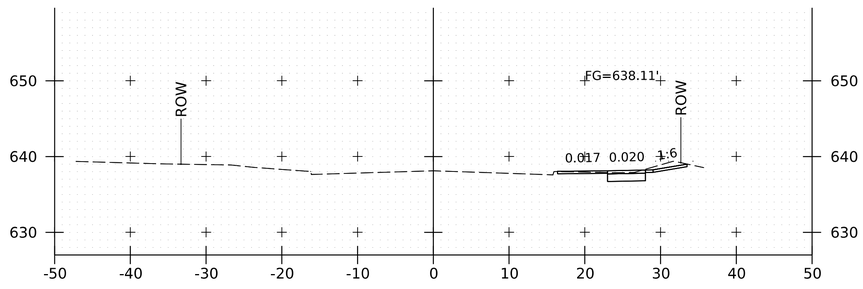
8+00



8+38



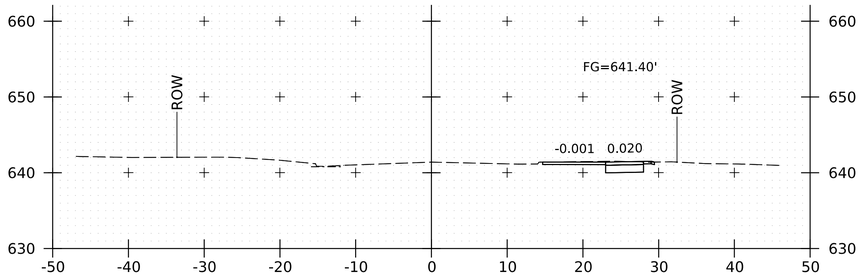
7+75



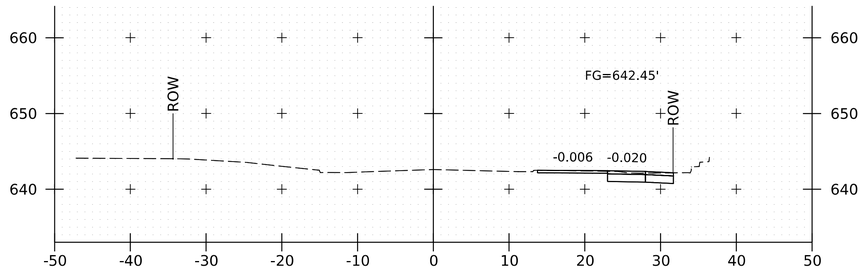
8+25

FG REPRESENTS THE PROPOSED ELEVATION
OF THE FRONT OF SIDEWALK.

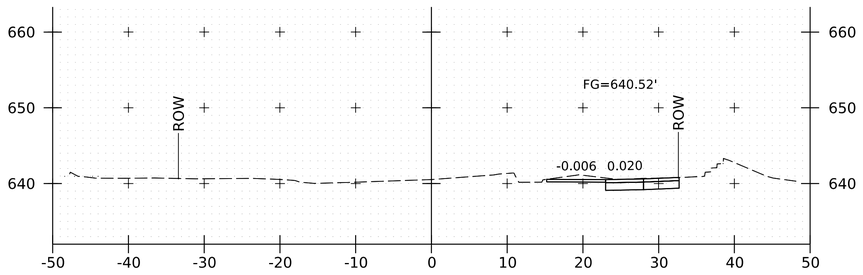
PROJECT NAME:	WALLINGFORD
PROJECT NUMBER:	STP BP22(17)
FILE NAME: z59881_xs.dgn	PLOT DATE: 4/5/2024
PROJECT LEADER: B.M. ROBERTS	DRAWN BY: S.L. LILLIS
DESIGNED BY: C.K. FORD	CHECKED BY: C.K. FORD
CROSS SECTION SHEETS (8 OF 19)	SHEET 19 OF 30



9+00



9+29



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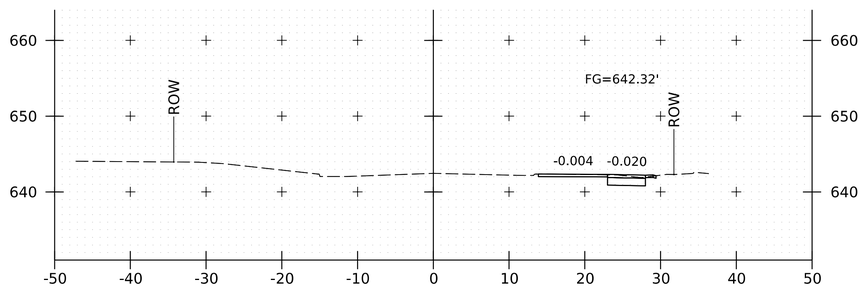
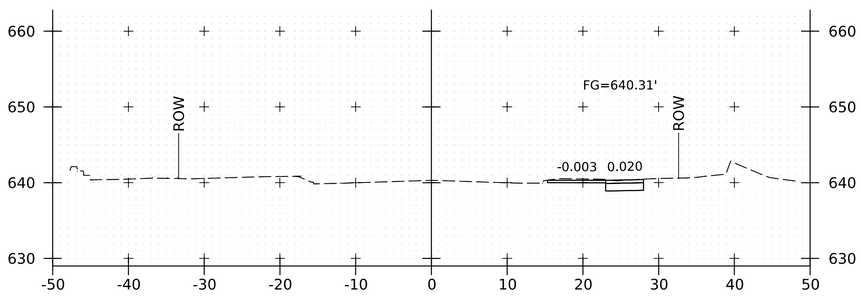
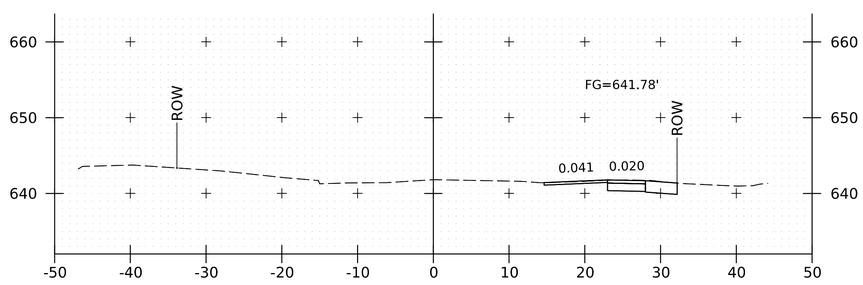


9+25



8+75

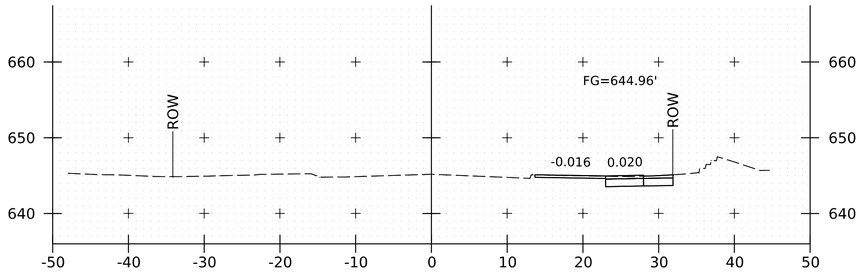


9+10

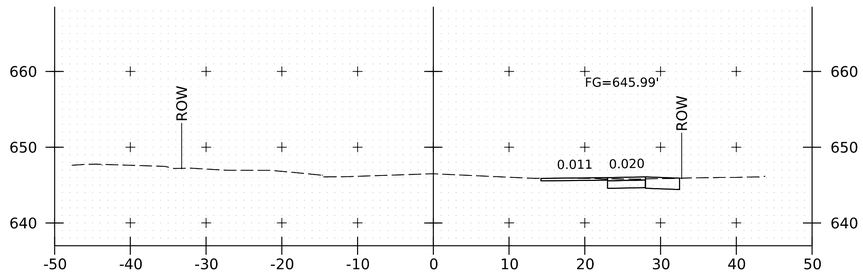
FG REPRESENTS THE PROPOSED ELEVATION
OF THE FRONT OF SIDEWALK.

PROJECT NAME:	WALLINGFORD
PROJECT NUMBER:	STP BP22(17)

FILE NAME:	z59881_xs.dgn	PLOT DATE:	4/5/2024
PROJECT LEADER:	B.M. ROBERTS	DRAWN BY:	S.L. LILLIS
DESIGNED BY:	C.K. FORD	CHECKED BY:	C.K. FORD
CROSS SECTION SHEETS (9 OF 19)		SHEET	20 OF 30



9+96



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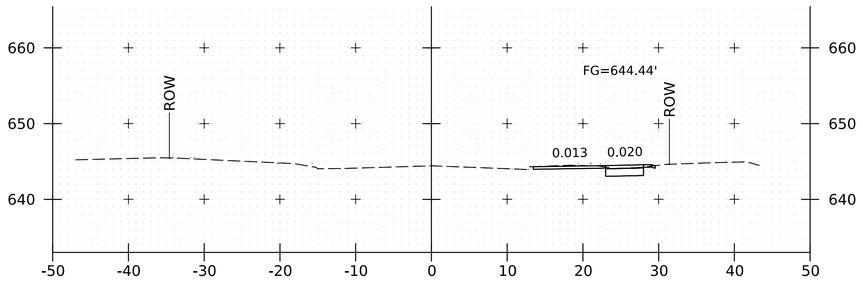
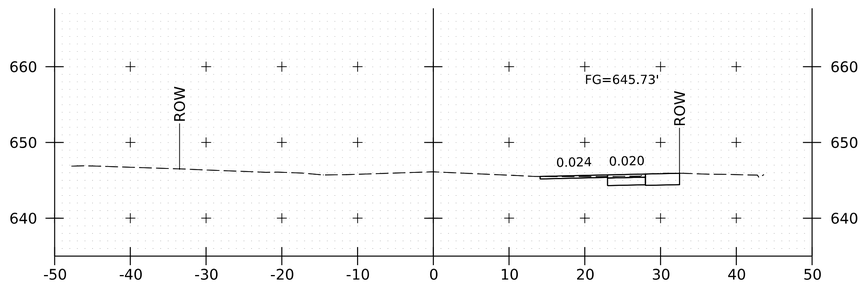


9+75



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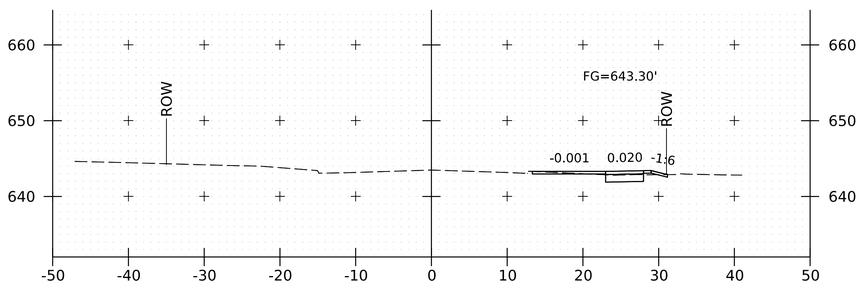
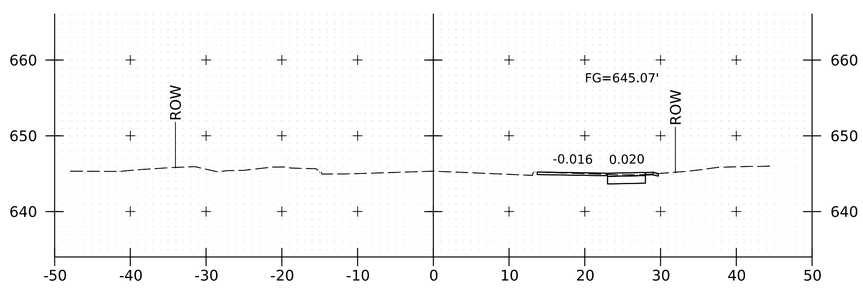


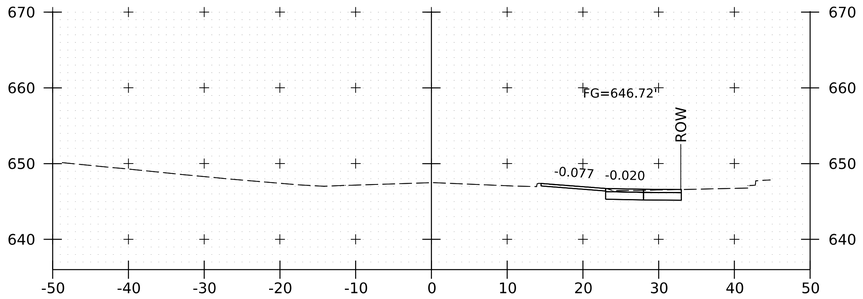
9+50



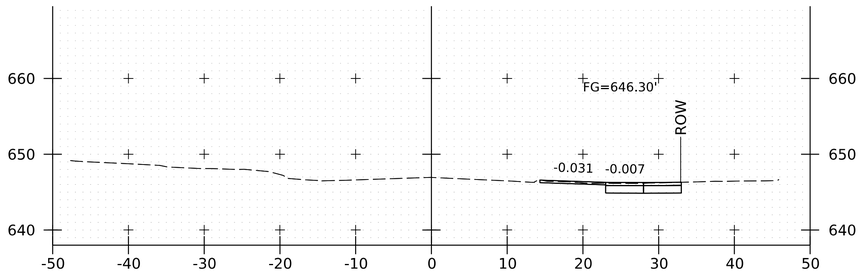
10+00

FG REPRESENTS THE PROPOSED ELEVATION
OF THE FRONT OF SIDEWALK.

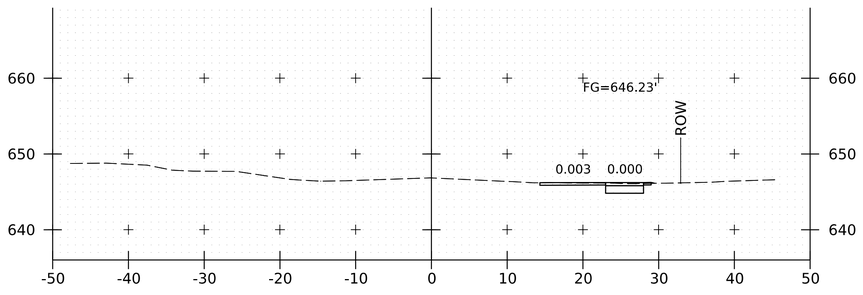
PROJECT NAME:	WALLINGFORD
PROJECT NUMBER:	STP BP22(17)
FILE NAME: z59881_xs.dgn	PLOT DATE: 4/5/2024
PROJECT LEADER: B.M. ROBERTS	DRAWN BY: S.L. LILLIS
DESIGNED BY: C.K. FORD	CHECKED BY: C.K. FORD
CROSS SECTION SHEETS (10 OF 19)	SHEET 21 OF 30



10+75



10+54



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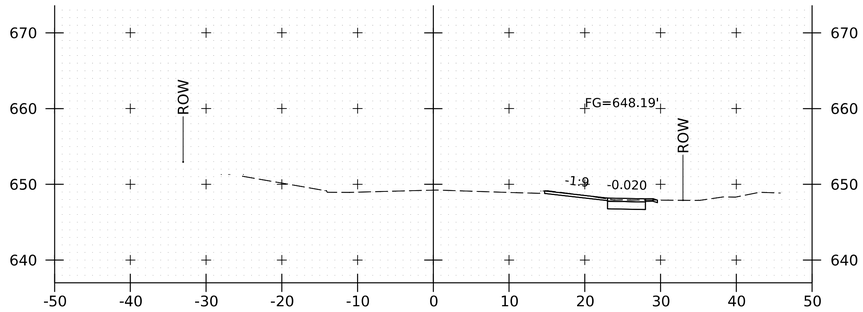
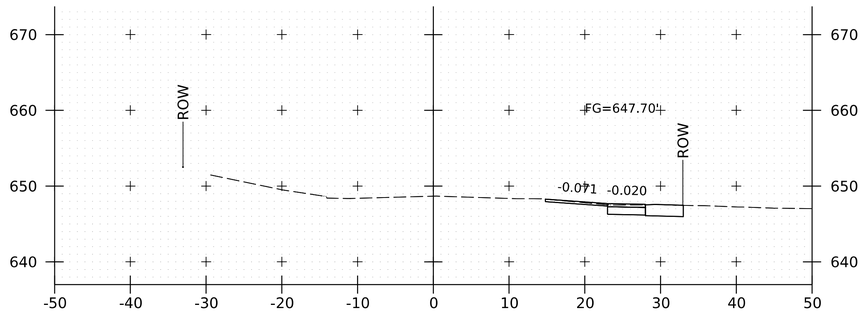
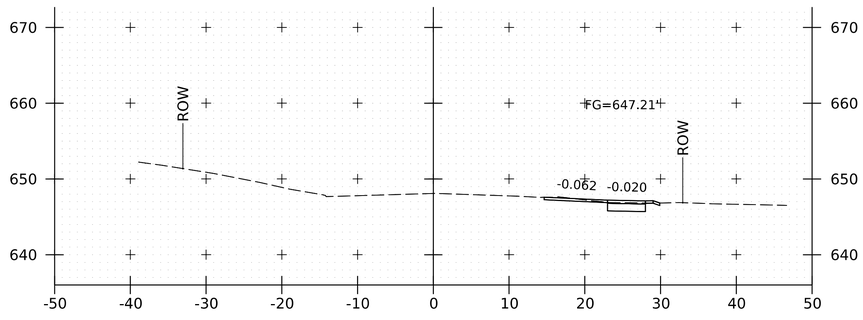


11+50



11+25

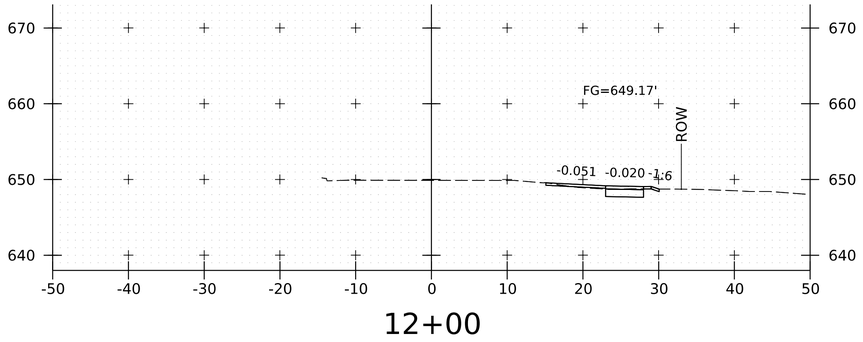


11+00

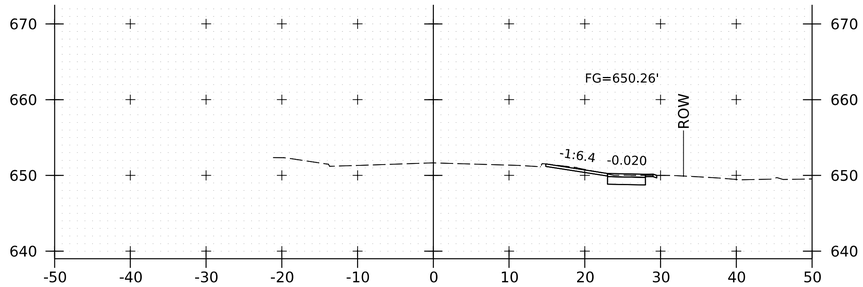
FG REPRESENTS THE PROPOSED ELEVATION
OF THE FRONT OF SIDEWALK.

PROJECT NAME:	WALLINGFORD
PROJECT NUMBER:	STP BP22(17)

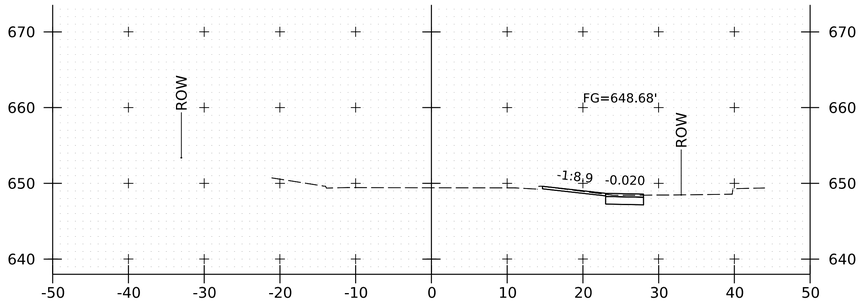
FILE NAME: z59881_xs.dgn		PLOT DATE:	4/5/2024
PROJECT LEADER:	B.M. ROBERTS	DRAWN BY:	S.L. LILLIS
DESIGNED BY:	C.K. FORD	CHECKED BY:	C.K. FORD
CROSS SECTION SHEETS (11 OF 19)		SHEET	22 OF 30



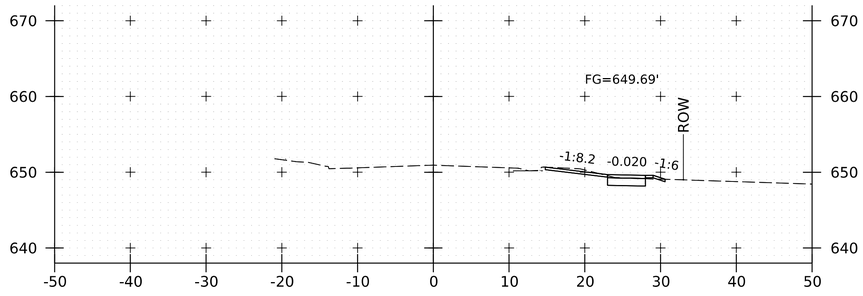
12+00



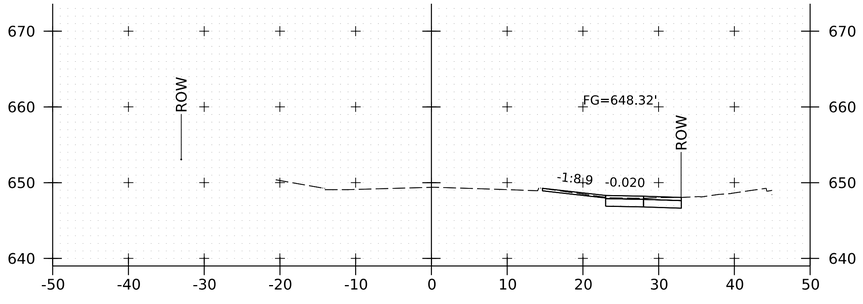
12+50



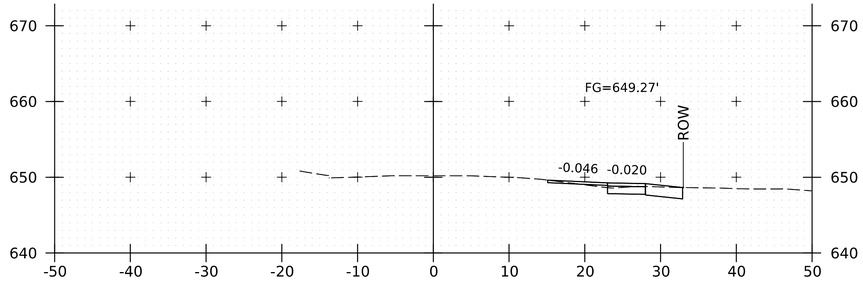
11+75



12+25



11+57

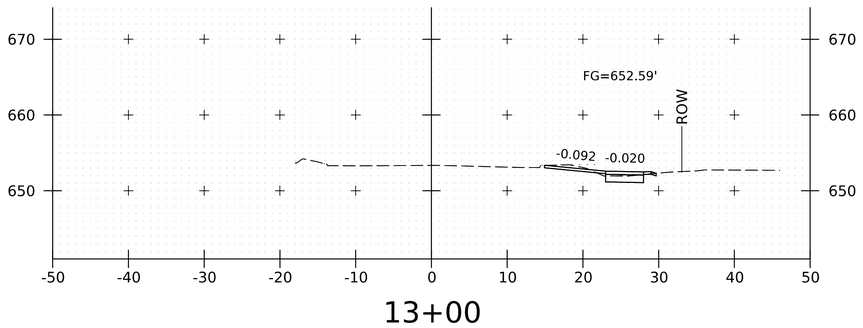


12+05

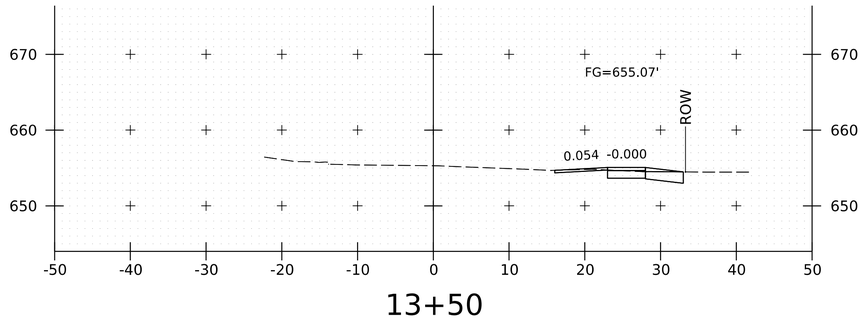
FG REPRESENTS THE PROPOSED ELEVATION
OF THE FRONT OF SIDEWALK.

PROJECT NAME:	WALLINGFORD
PROJECT NUMBER:	STP BP22(17)

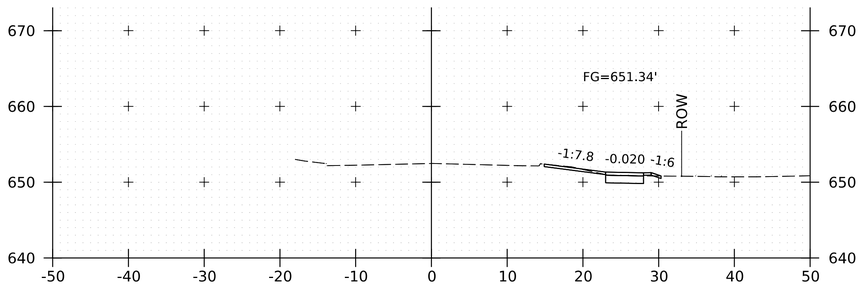
FILE NAME:	z59881_xs.dgn	PLOT DATE:	4/5/2024
PROJECT LEADER:	B.M. ROBERTS	DRAWN BY:	S.L. LILLIS
DESIGNED BY:	C.K. FORD	CHECKED BY:	C.K. FORD
CROSS SECTION SHEETS (12 OF 19)		SHEET	23 OF 30



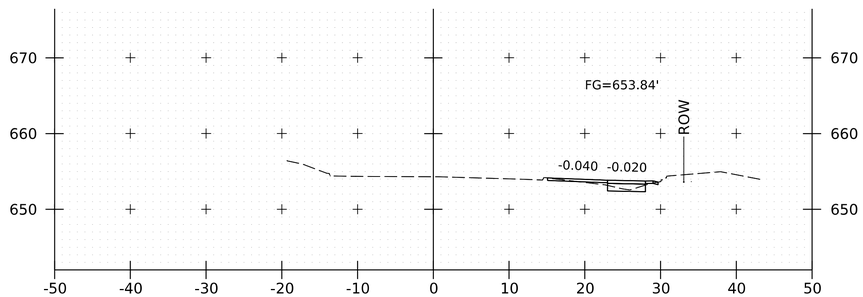
13+00



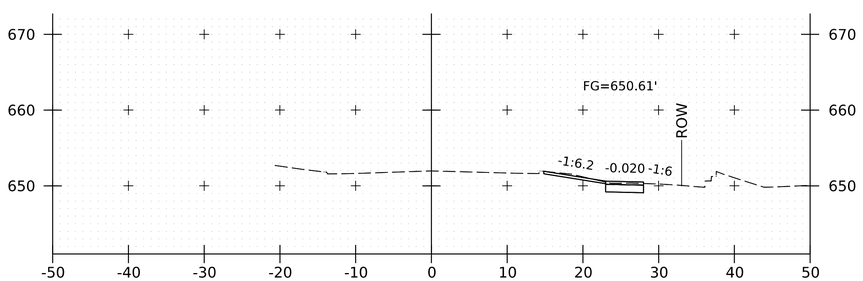
13+50



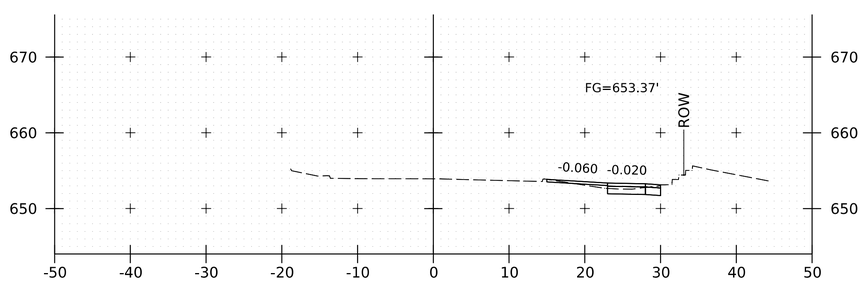
12+75



13+25



12+60

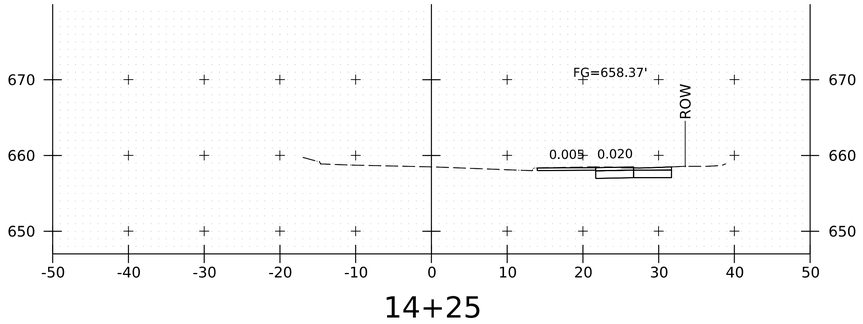


13+16

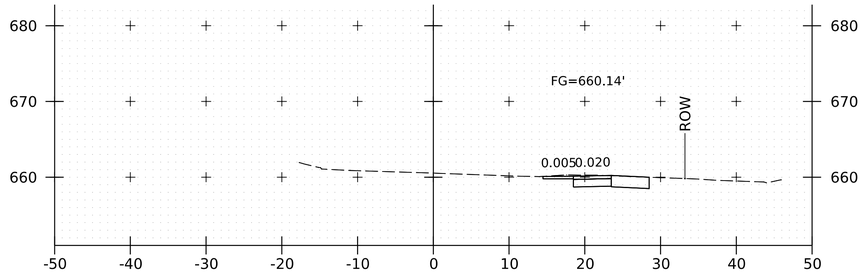
FG REPRESENTS THE PROPOSED ELEVATION
OF THE FRONT OF SIDEWALK.

PROJECT NAME:	WALLINGFORD
PROJECT NUMBER:	STP BP22(17)

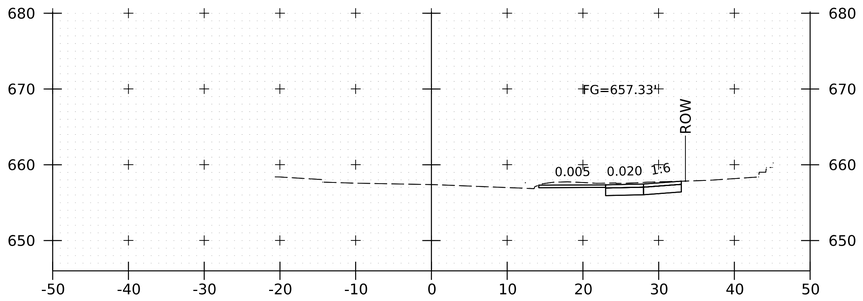
FILE NAME:	z59881_xs.dgn	PLOT DATE:	4/5/2024
PROJECT LEADER:	B.M. ROBERTS	DRAWN BY:	S.L. LILLIS
DESIGNED BY:	C.K. FORD	CHECKED BY:	C.K. FORD
CROSS SECTION SHEETS (13 OF 19)		SHEET	24 OF 30



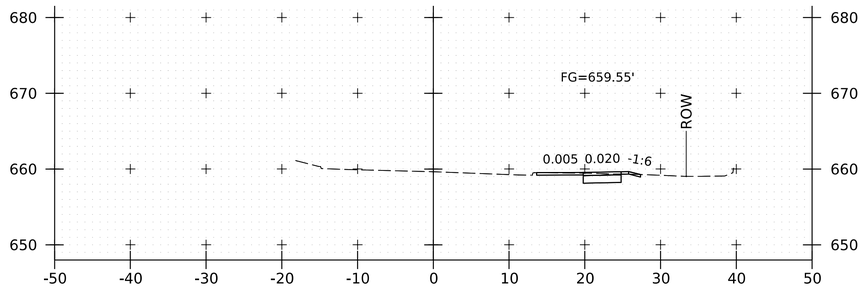
14+25



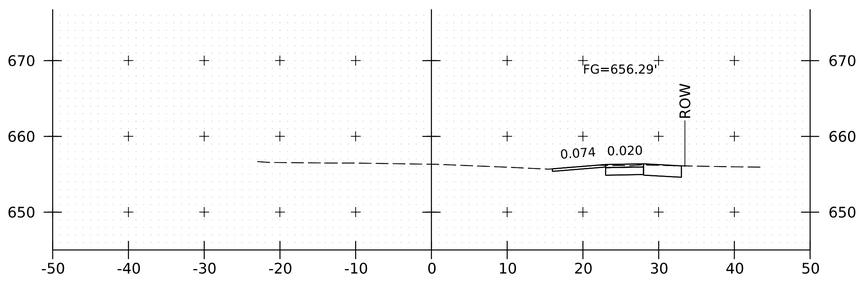
14+70



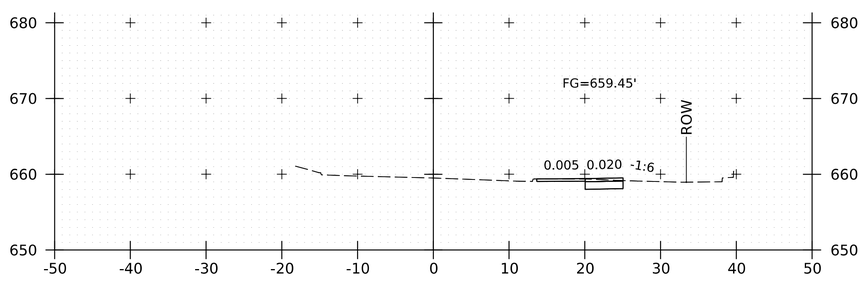
14+00



14+50



13+75

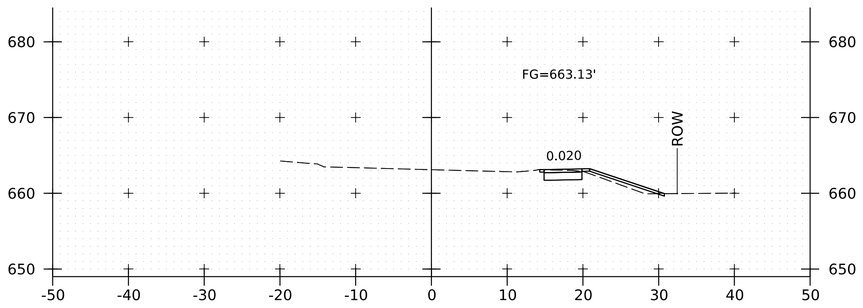


14+47

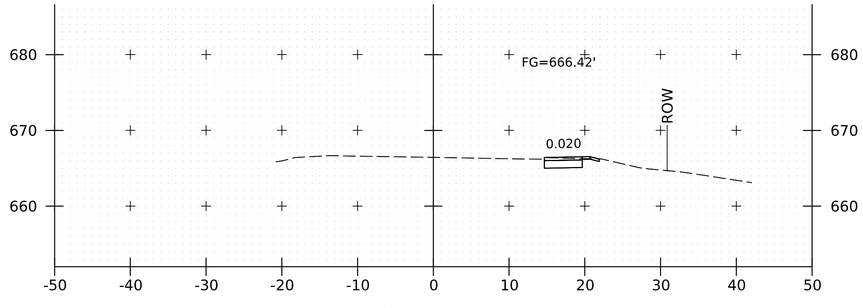
FG REPRESENTS THE PROPOSED ELEVATION
OF THE FRONT OF SIDEWALK.

PROJECT NAME:	WALLINGFORD
PROJECT NUMBER:	STP BP22(17)

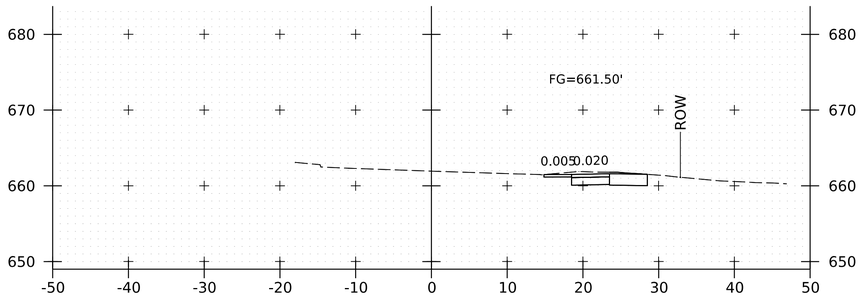
FILE NAME:	z59881_xs.dgn	PLOT DATE:	4/5/2024
PROJECT LEADER:	B.M. ROBERTS	DRAWN BY:	S.L. LILLIS
DESIGNED BY:	C.K. FORD	CHECKED BY:	C.K. FORD
CROSS SECTION SHEETS (14 OF 19)		SHEET	25 OF 30



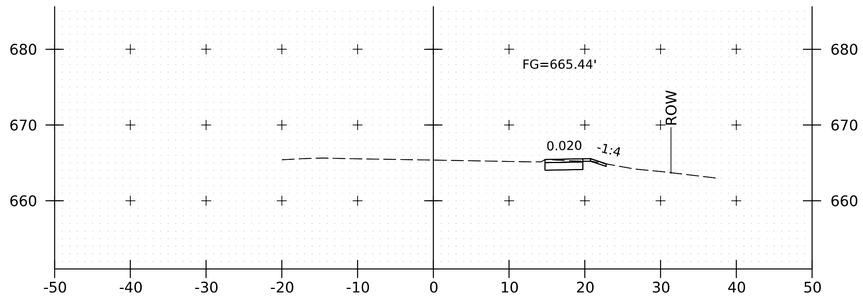
15+25



16+00



15+00



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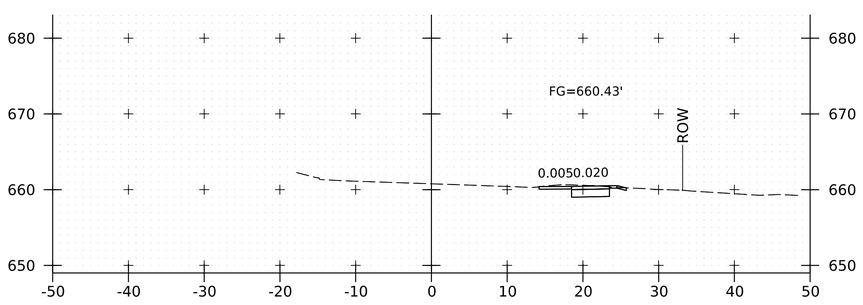
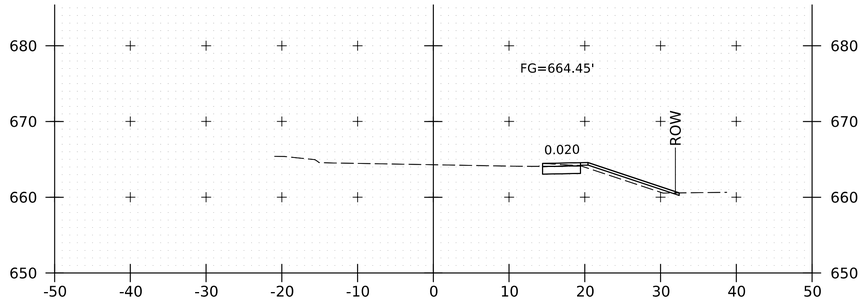


14+75

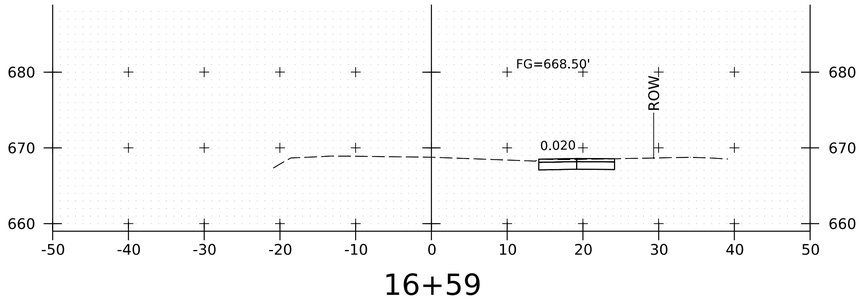


15+50

FG REPRESENTS THE PROPOSED ELEVATION
OF THE FRONT OF SIDEWALK.

PROJECT NAME:	WALLINGFORD
PROJECT NUMBER:	STP BP22(17)

FILE NAME: z59881_xs.dgn		PLOT DATE:	4/5/2024
PROJECT LEADER:	B.M. ROBERTS	DRAWN BY:	S.L. LILLIS
DESIGNED BY:	C.K. FORD	CHECKED BY:	C.K. FORD
CROSS SECTION SHEETS (15 OF 19)		SHEET	26 OF 30



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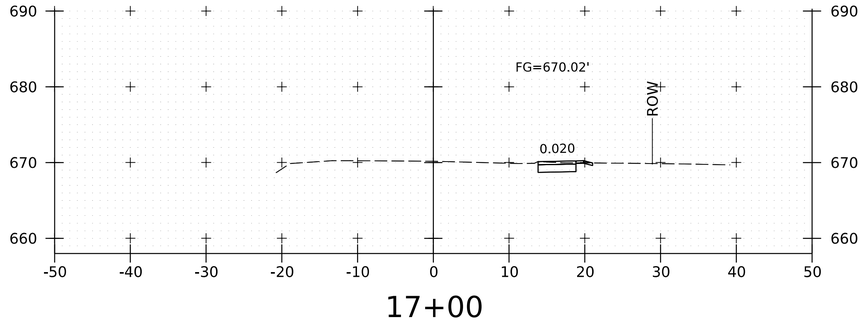
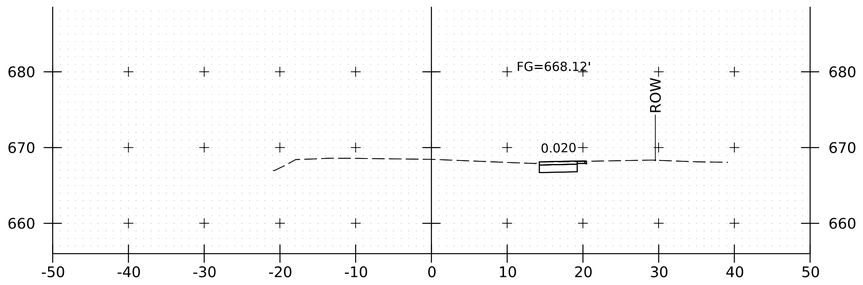
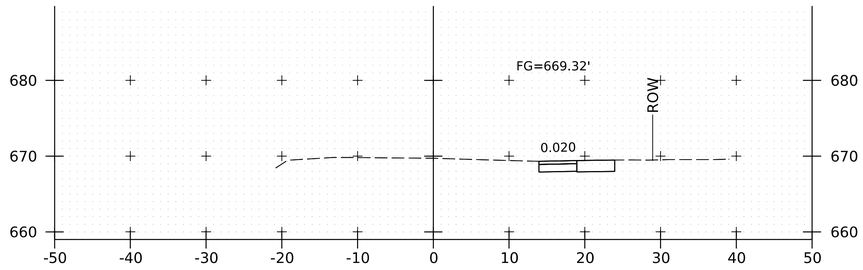


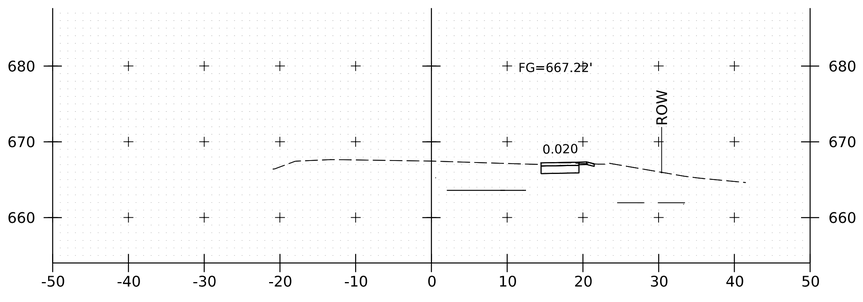
17+00



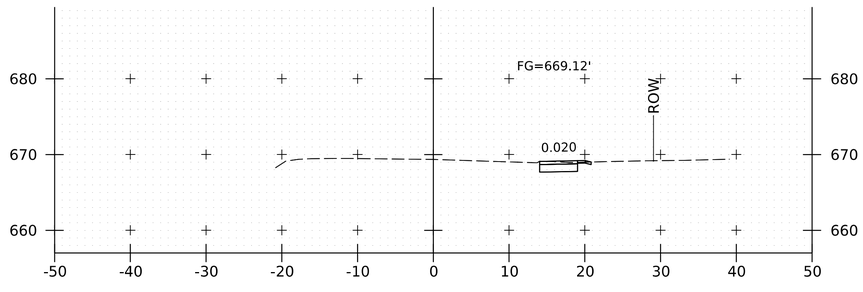
16+50



16+86



16+25

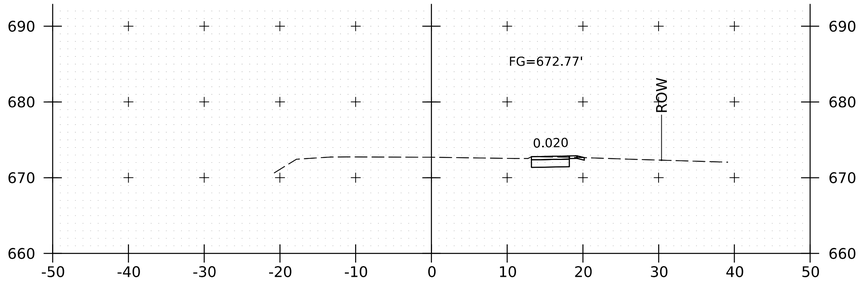


16+75

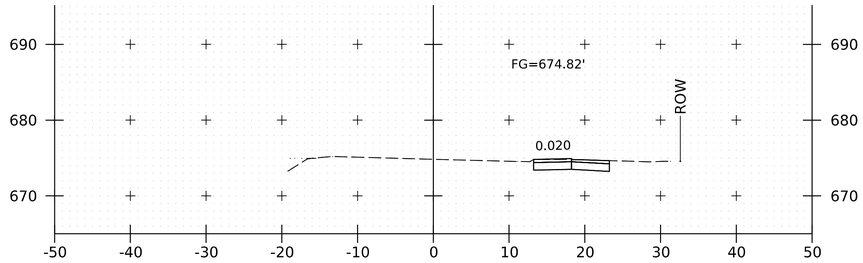
FG REPRESENTS THE PROPOSED ELEVATION
OF THE FRONT OF SIDEWALK.

PROJECT NAME:	WALLINGFORD
PROJECT NUMBER:	STP BP22(17)

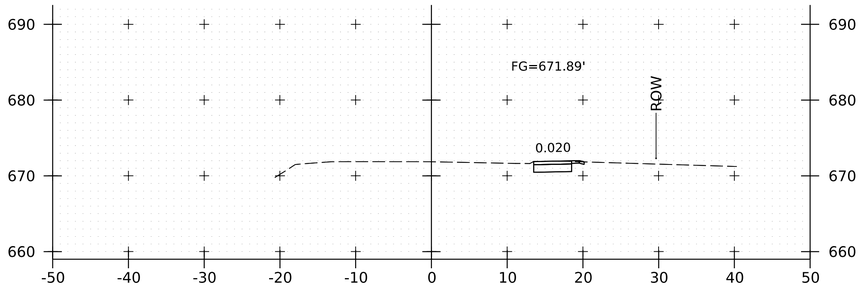
FILE NAME: z59881_xs.dgn		PLOT DATE:	4/5/2024
PROJECT LEADER:	B.M. ROBERTS	DRAWN BY:	S.L. LILLIS
DESIGNED BY:	C.K. FORD	CHECKED BY:	C.K. FORD
CROSS SECTION SHEETS (16 OF 19)		SHEET	27 OF 30



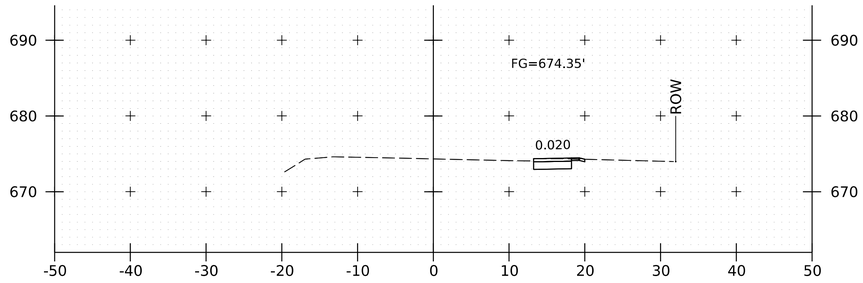
17+75



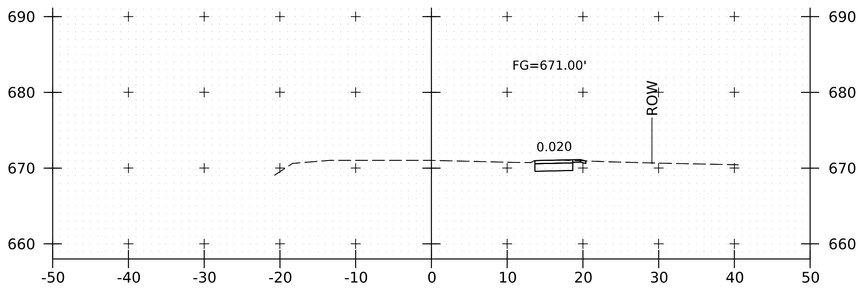
18+40



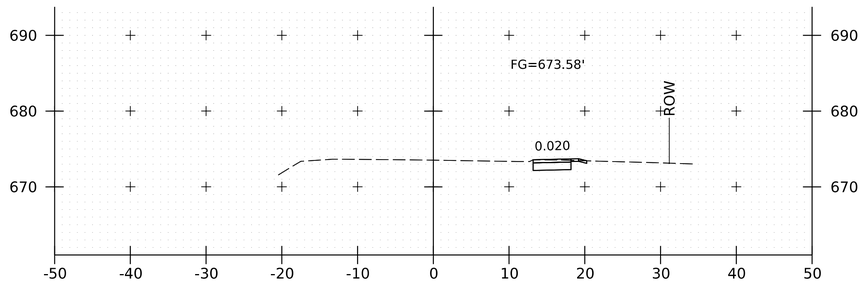
17+50



18+25



17+25

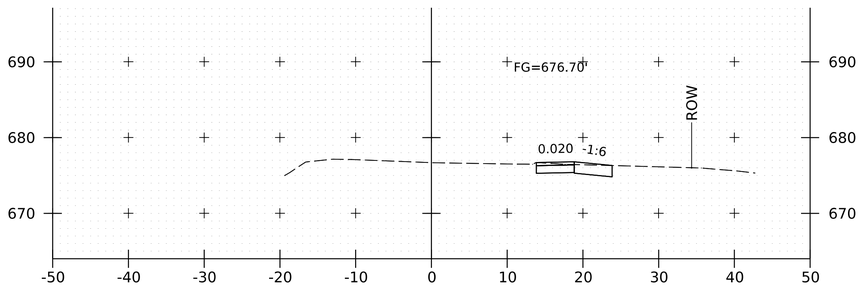


18+00

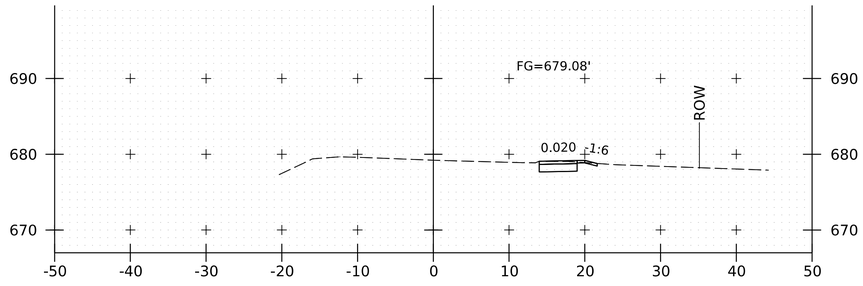
FG REPRESENTS THE PROPOSED ELEVATION
OF THE FRONT OF SIDEWALK.

PROJECT NAME:	WALLINGFORD
PROJECT NUMBER:	STP BP22(17)

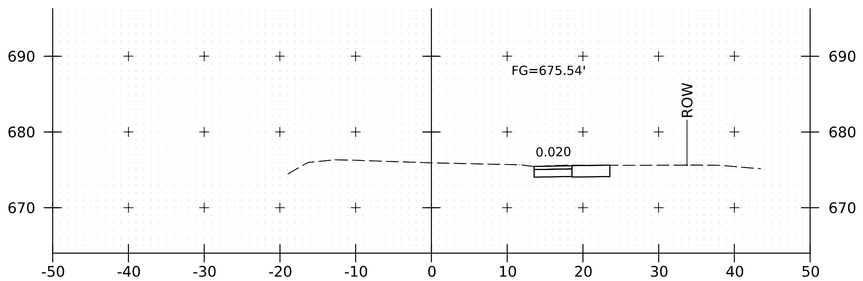
FILE NAME:	z59881_xs.dgn	PLOT DATE:	4/5/2024
PROJECT LEADER:	B.M. ROBERTS	DRAWN BY:	S.L. LILLIS
DESIGNED BY:	C.K. FORD	CHECKED BY:	C.K. FORD
CROSS SECTION SHEETS (17 OF 19)		SHEET	28 OF 30



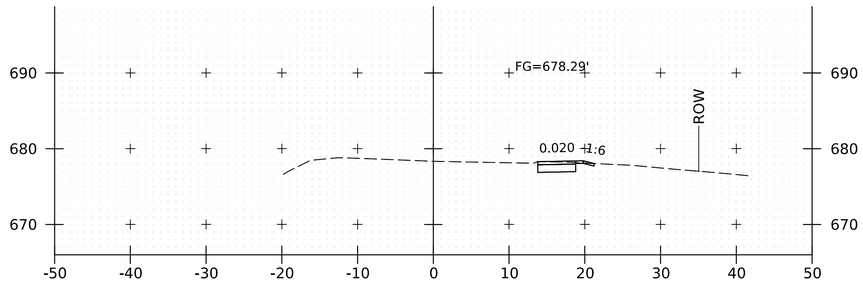
19+00



19+75



18+75



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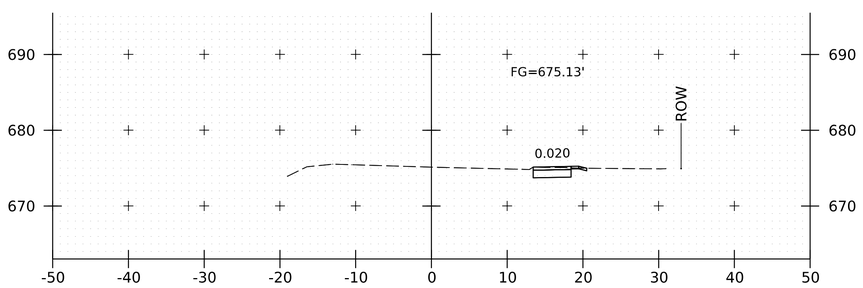

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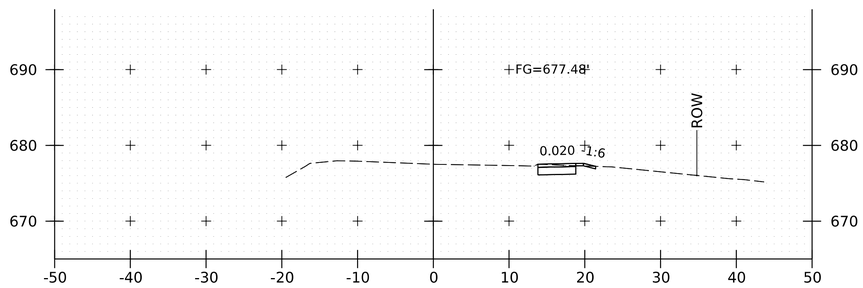
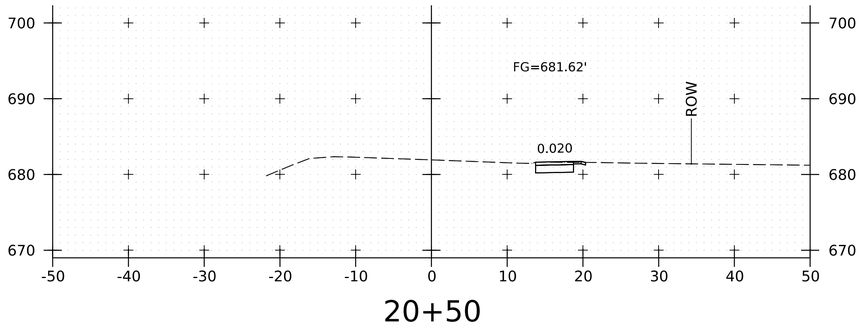


19+25

FG REPRESENTS THE PROPOSED ELEVATION
OF THE FRONT OF SIDEWALK.

PROJECT NAME:	WALLINGFORD
PROJECT NUMBER:	STP BP22(17)

FILE NAME:	z59881_xs.dgn	PLOT DATE:	4/5/2024
PROJECT LEADER:	B.M. ROBERTS	DRAWN BY:	S.L. LILLIS
DESIGNED BY:	C.K. FORD	CHECKED BY:	C.K. FORD
CROSS SECTION SHEETS (18 OF 19)		SHEET	29 OF 30



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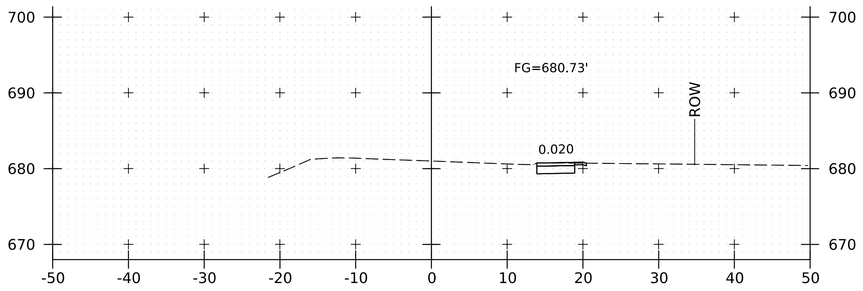

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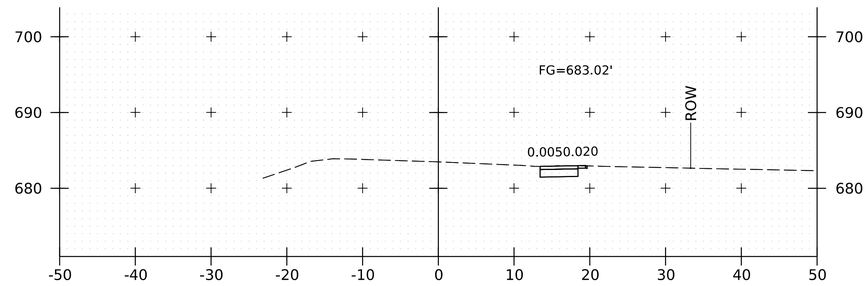

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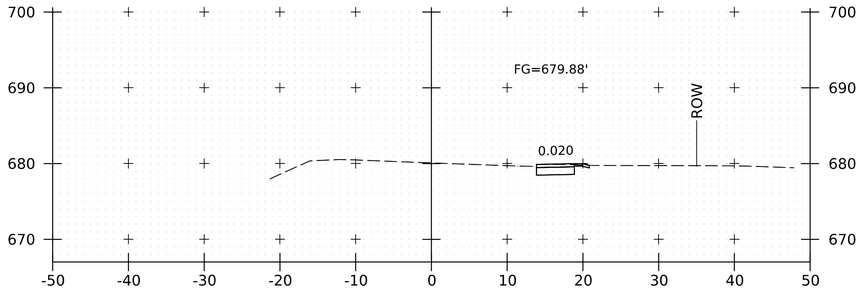

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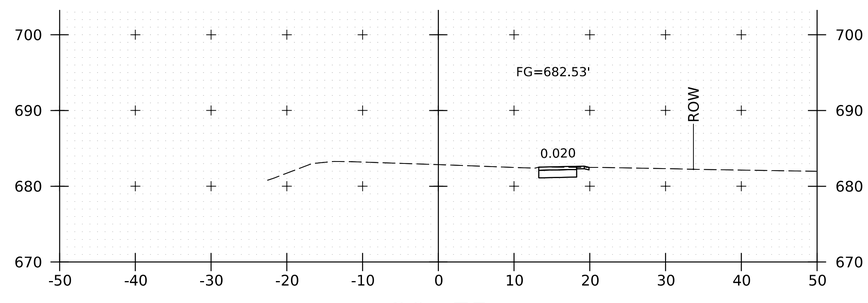

20+75

FG REPRESENTS THE PROPOSED ELEVATION
OF THE FRONT OF SIDEWALK.

PROJECT NAME:	WALLINGFORD
PROJECT NUMBER:	STP BP22(17)

FILE NAME:	z59881_xs.dgn	PLOT DATE:	4/5/2024
PROJECT LEADER:	B.M. ROBERTS	DRAWN BY:	S.L. LILLIS
DESIGNED BY:	C.K. FORD	CHECKED BY:	C.K. FORD
CROSS SECTION SHEETS (19 OF 19)		SHEET	30 OF 30