

1995  
 SLOWLY BIKE PATH  
 LANDSCAPING  
 50. BURLINGTON MEGC 5200 (16) S  
 DORSET ST.

- INDEX OF SHEETS
- TITLE SHEET
  - DETAILS OF PLANK RAIL & PLANTINGS
  - QUANTITY SHEET
  - SIDEWALK TYPICAL
  - DRIVE AND MEDIAN DETAILS
  - LAYOUTS
  - CROSS SECTIONS

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RECORD PLANS

CONTRACTOR: Munson Earth Corp. South Burlington, VT  
 RESIDENT ENGINEER: R. Brady  
 CONSTRUCTION BEGAN: May 22, 1995  
 CONSTRUCTION COMPLETED: August 17, 1995  
 RECORD PLANS BY: R. Stancliff  
 I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.  
 BY: R. Stancliff RESIDENT ENGINEER  
 DATE: 3/10/97

NOTE: Any further information concerning final quantities, amounts or other details relative to this project may be found on microfiche in Central Files.

STATE OF VERMONT  
 AGENCY OF TRANSPORTATION



URBAN PROJECT

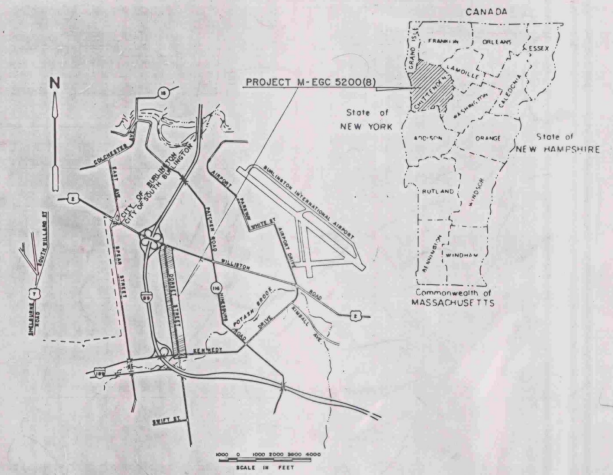
PROPOSED IMPROVEMENT  
 CITY OF SOUTH BURLINGTON  
 COUNTY OF CHITTENDEN

DORSET STREET T.H. #5, CL. 2 (FAU)  
 (KENNEDY DR. TO WILLISTON RD.)

BEGINNING AT A POINT 1416 FEET NORTH OF KENNEDY DRIVE AND DORSET STREET INTERSECTION AND EXTENDING NORTHERLY 308' ALONG DORSET STREET.

LENGTH OF ROADWAY = 308 FT. ± 0.008 MI.  
 LENGTH OF PROJECT = 308 FT. ± 0.008 MI.

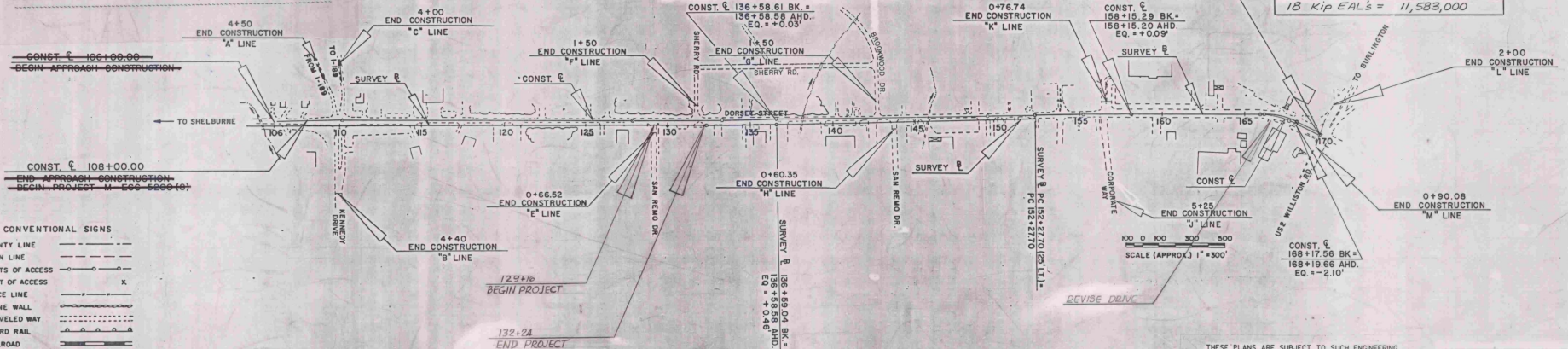
PROJECT CONSISTS OF EXCAVATING FOR AND CONSTRUCTING A GENERAL CONCRETE SIDEWALK, A BITUMINOUS CONCRETE BIKEPATH, APPROPRIATE HAND PAVING, ASSOCIATED TOPSOILING, SOODING, TREE PLANTING AND ONE DRIVE REVISION.



TRAFFIC DATA

|               |        |
|---------------|--------|
| EST. 1991 ADT | 23010  |
| EST. 2011 ADT | 36350  |
| EST. 2011 DHV | 3635   |
| D             | 50 %   |
| T             | 2 %    |
| V             | 35 MPH |

18 Kip EALs = 11,583,000

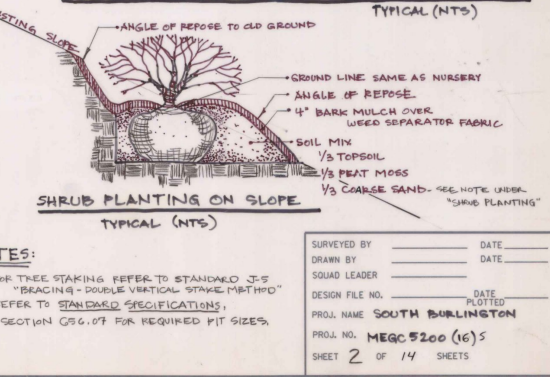
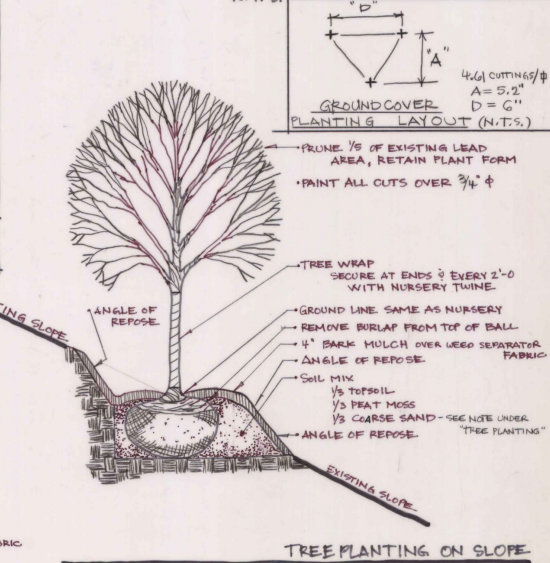
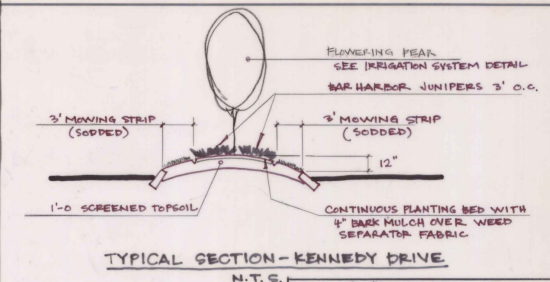
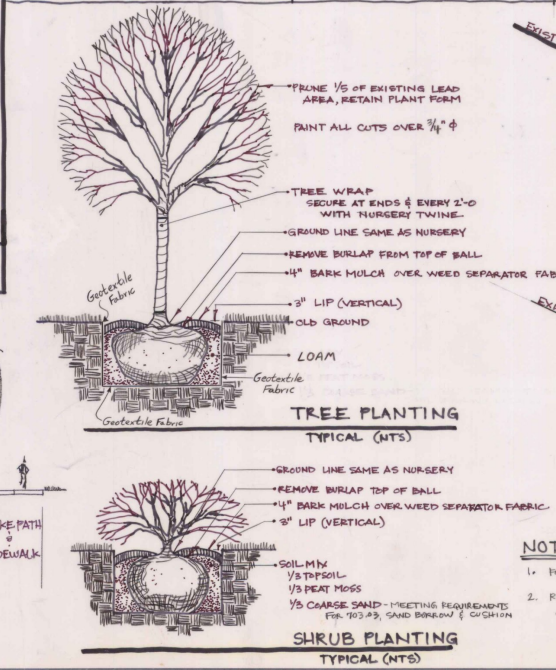
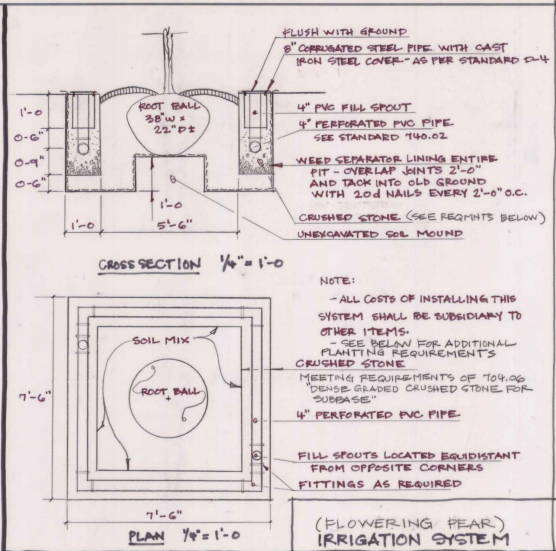
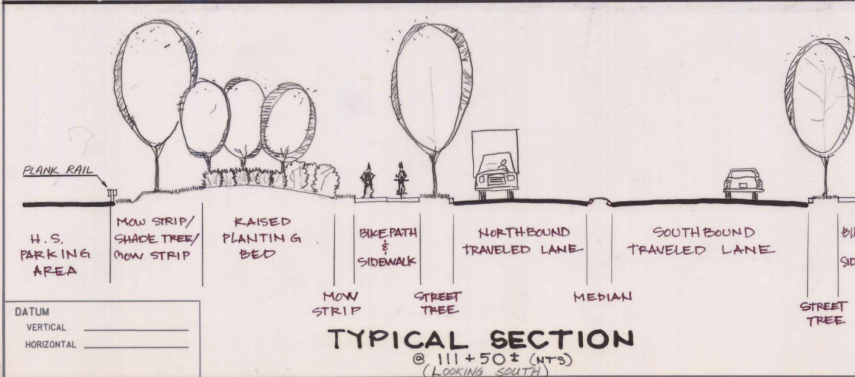
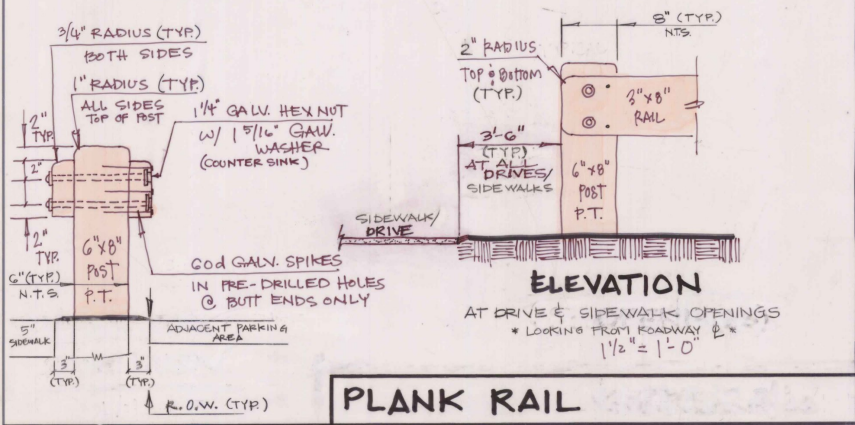
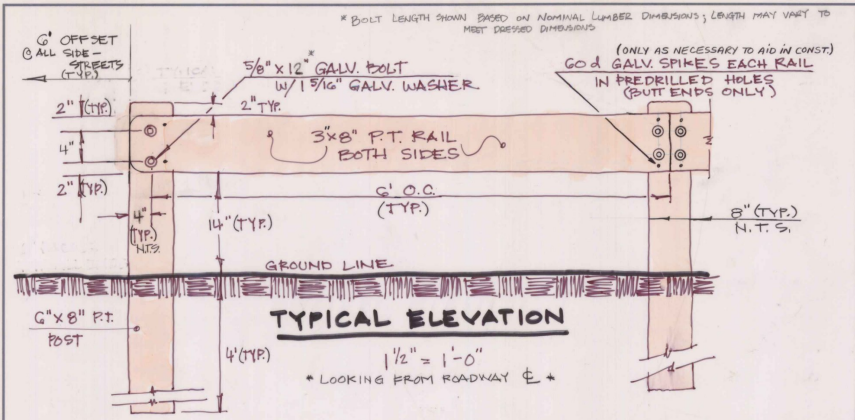


- CONVENTIONAL SIGNS
- COUNTY LINE
  - TOWN LINE
  - LIMITS OF ACCESS
  - POINT OF ACCESS
  - FENCE LINE
  - STONE WALL
  - TRAVELED WAY
  - GUARD RAIL
  - RAILROAD
  - SURVEY LINE
  - CULVERT
  - POWER POLE
  - TELEPHONE POLE
  - TREES
  - CONTROL OF ACCESS
  - PROPERTY LINE
  - ROW TAKING LINE
  - SLOPE RIGHTS
  - TOP OF CUT
  - TOE OF SLOPE

DATUM: NATIONAL GEODETIC VERTICAL DATUM 1929  
 HORIZONTAL: VT. STATE COORDINATE SYSTEM.

THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE CHIEF ENGINEER. CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 1990, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON MARCH 15, 1990 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

APPROVED: [Signature] DATE: 2/16/95  
 DIRECTOR OF CONSTRUCTION MAINTENANCE  
 DEPARTMENT OF TRANSPORTATION  
 FEDERAL HIGHWAY ADMINISTRATION  
 APPROVED: \_\_\_\_\_ DATE: \_\_\_\_\_  
 DIVISION ADMINISTRATOR  
 SOUTH BURLINGTON  
 MEGC 5200 (16) S  
 SHEET 1 OF 14 SHEETS





**GENERAL NOTES**

SEED, ITEM 651.15  
TO BE APPLIED AS DIRECTED BY THE ENGINEER

| % WT  | LBS/A | NAME                               | PUR % | GERM % |
|-------|-------|------------------------------------|-------|--------|
| 37.50 | 30    | CREeping RED FESCUE (VAR PENNLAWN) | 98    | 85     |
| 31.25 | 25    | KENTUCKY BLUE GRASS (COMMON)       | 85    | 75     |
| 31.25 | 25    | PERENNIAL RYE GRASS (VAR PENNFIRE) | 95    | 90     |
| 100   | 80    | LBS./ACRE                          |       |        |

THE SEED MIXTURE SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE FROM ALL NOXIOUS WEED SEED

FERTILIZER, ITEM 651.18  
FORMULA 10-20-10 TO BE USED WITH SEED,  
ITEM 651.18 APPLIED AT THE RATE OF 500 LBS/ACRE

AGRICULTURAL LIMESTONE, ITEM 651.20  
TO BE APPLIED AT A RATE OF 2 TONS/ACRE  
OR AS DIRECTED BY THE ENGINEER

HAY MULCH, ITEM 651.25  
TO BE PLACED ON EARTH SLOPES AT THE RATE OF 2 TONS/ACRE

TOPSOIL, ITEM 651.35  
TO BE USED WITH SEED, ITEM 651.15 IN RESIDENTIAL  
AREAS, AS DIRECTED BY THE ENGINEER

**TYPICAL SECTIONS**

HSM=HIGH STABILITY MIX

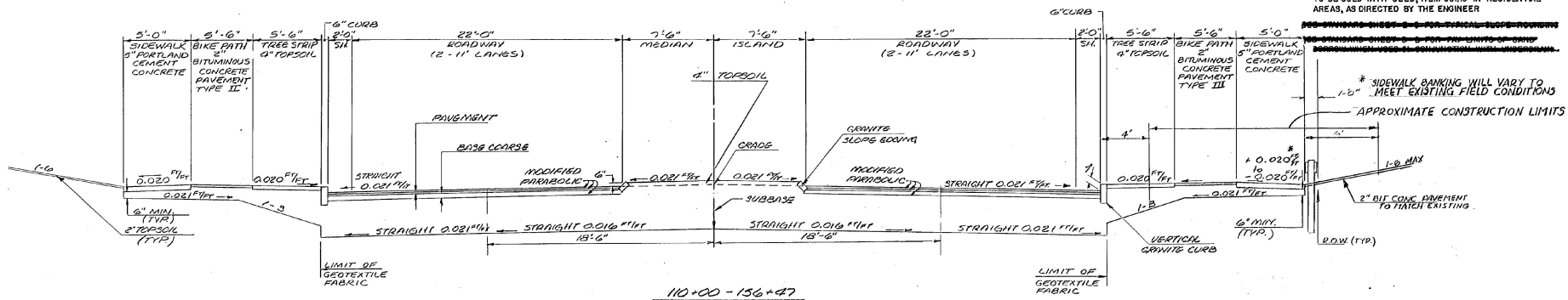
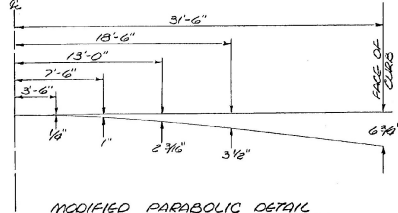
**ALTERNATE 'A'**  
4" BITUMINOUS CONC. PAV'T., TYPE I - HSM (TWO LIFTS)  
6" BITUMINOUS CONC. PAV'T., TYPE I - HSM (TWO LIFTS)  
30" SUBBASE OF DENSE GRADED CRUSHED STONE

**ALTERNATE 'B'**  
5" BITUMINOUS CONC. PAV'T., TYPE I - HSM (TWO LIFTS)  
6" BITUMINOUS CONC. PAV'T., TYPE I - HSM (TWO LIFTS)  
29" SUBBASE OF CRUSHED GRAVEL, COARSE GRADED

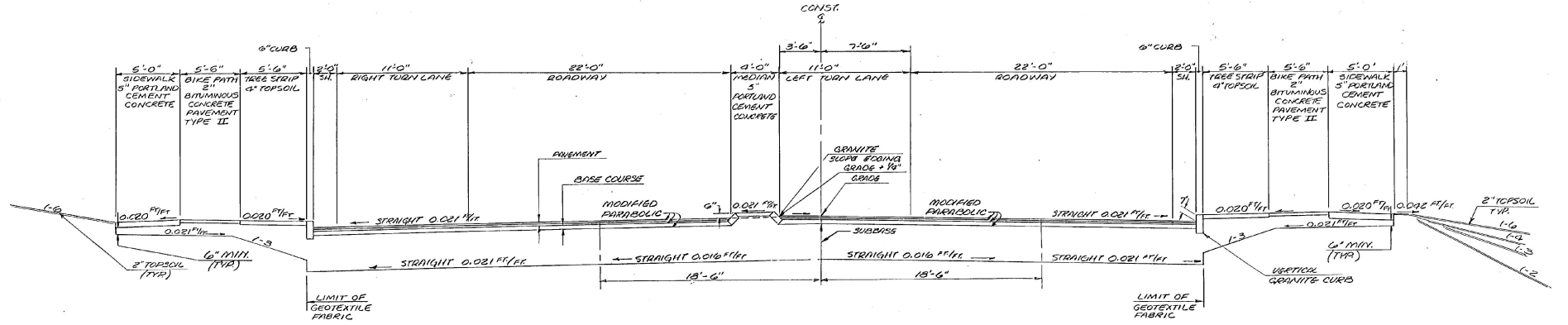
GEOTEXTILE FABRIC TO BE INSTALLED AS A SEPARATOR  
BETWEEN OLD GROUND AND SUBBASE LAYER FOR  
EITHER ALTERNATE.

\* FOR PAVEMENT TRANSITION DETAIL, SEE SHEET 8 OF 420.

CONSTRUCTION



110+00 - 136+47



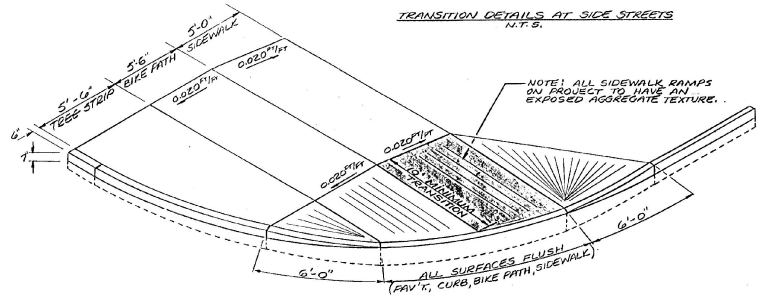
136+47 - 168+77

**DORSET STREET**

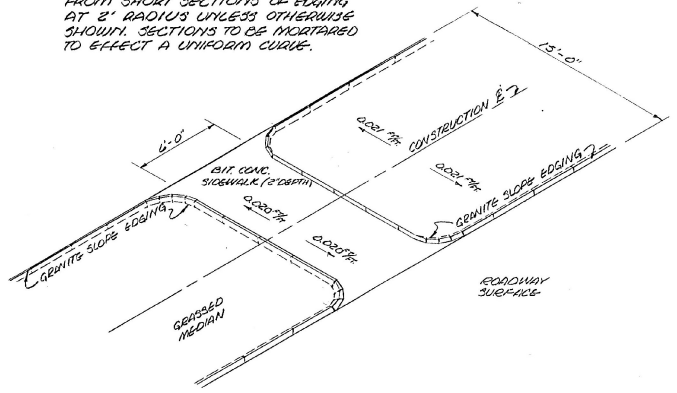
SURVEYED BY \_\_\_\_\_ DATE \_\_\_\_\_  
DRAWN BY TLJ DATE 02-21  
TRACED BY DBS DATE 07-21  
CITY OF SOUTH BURLINGTON  
DORSET STREET  
PROJ. M-EGC NO. 5200 (4)5  
SHEET 4 OF 14

SCALE: 1" = 5'-0"

NOTE: CURVED GRANITE SLOPE EDGING AT ISLANDS, BULL NOSES AND MEDIAN OPENINGS TO BE FORMED FROM SHORT SECTIONS OF EDGING AT 2' RADII UNLESS OTHERWISE SHOWN. SECTIONS TO BE INSTALLED TO EFFECT A UNIFORM CURVE.

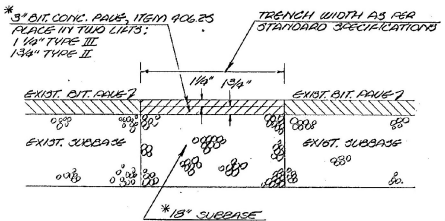


NOTE: ALL SIDEWALK RAMP ON PROJECT TO HAVE AN EXPOSED AGGREGATE TEXTURE.

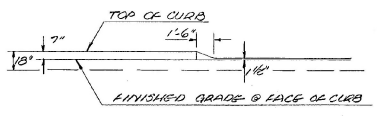


\* OR AS DIRECTED BY THE ENGINEER

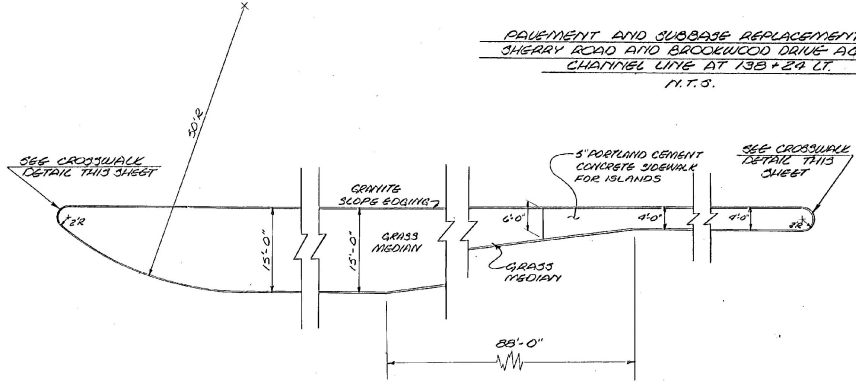
**GENERAL DRIVE NOTES:**  
 MATERIAL DEPTHS AT DRIVES  
 CONCRETE SIDEWALK  
 RESIDENTIAL : 3' DEPTH  
 COMMERCIAL : 8' DEPTH  
 BIKE PATH  
 RESIDENTIAL : 2' DEPTH  
 COMMERCIAL : 3' DEPTH  
 SUBBASE  
 RESIDENTIAL : 12' DEPTH  
 COMMERCIAL : 15' DEPTH



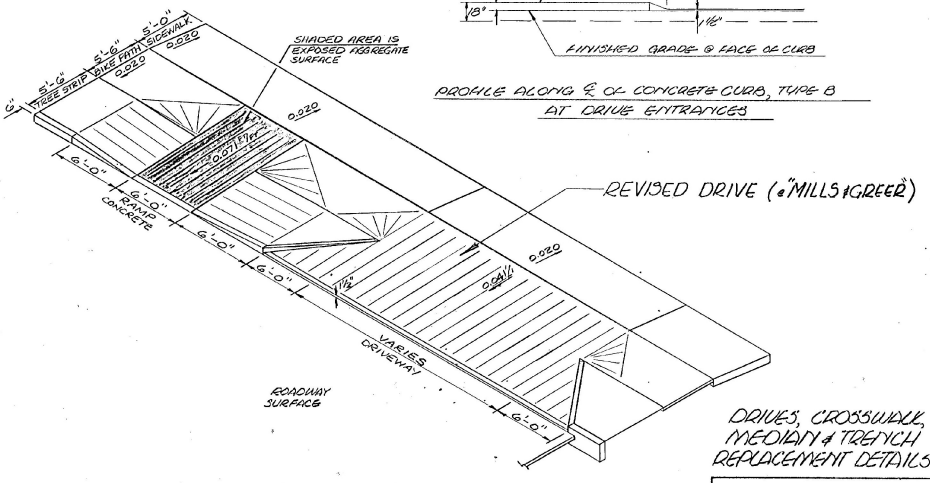
15' MEDIAN CROSSWALK



PROFILE ALONG E OF CONCRETE CURB, TYPE B AT DRIVE ENTRANCES



MEDIAN DETAILS  
SCALE: 1" = 10'-0"



CROSSWALK - RAMP  
N.T.S.

DRIVES, CROSSWALK, MEDIAN & TRENCH REPLACEMENT DETAILS

SURVEYED BY TJS/GAS DATE 02-26  
 DRAWN BY TJS/GAS DATE 02-26  
 TRACED BY GAS/PEM DATE 02-26  
 CITY OF SOUTH BURLINGTON  
 DORSET STREET  
 PROJ. M-EGC NO. 0200 (A) 5  
 SHEET 5 OF 14 OF

SCALE: 1" = 5'-0"  
UNLESS NOTED OTHERWISE

| STATION | LOCATION | TYPE   | WIDTH  |
|---------|----------|--------|--------|
| 125+12  | LEFT     | BITUM. | 25 FT. |
| 125+96  | RIGHT    | BITUM. | 25 FT. |
| 126+25  | LEFT     | CONCR. | 35 FT. |
| 127+77  | RIGHT    | BITUM. | 30 FT. |
| 129+00  | LEFT     | BITUM. | 40 FT. |
| 0+85    | LEFT     | BITUM. | 20 FT. |

| STATION | STATION | LOCATION |
|---------|---------|----------|
| 124+00  | 126+81  | LEFT     |
| 124+00  | 125+00  | RIGHT    |
| 125+52  | 130+00  | LT.-RT.  |
| 129+22  | 130+00  | LEFT     |

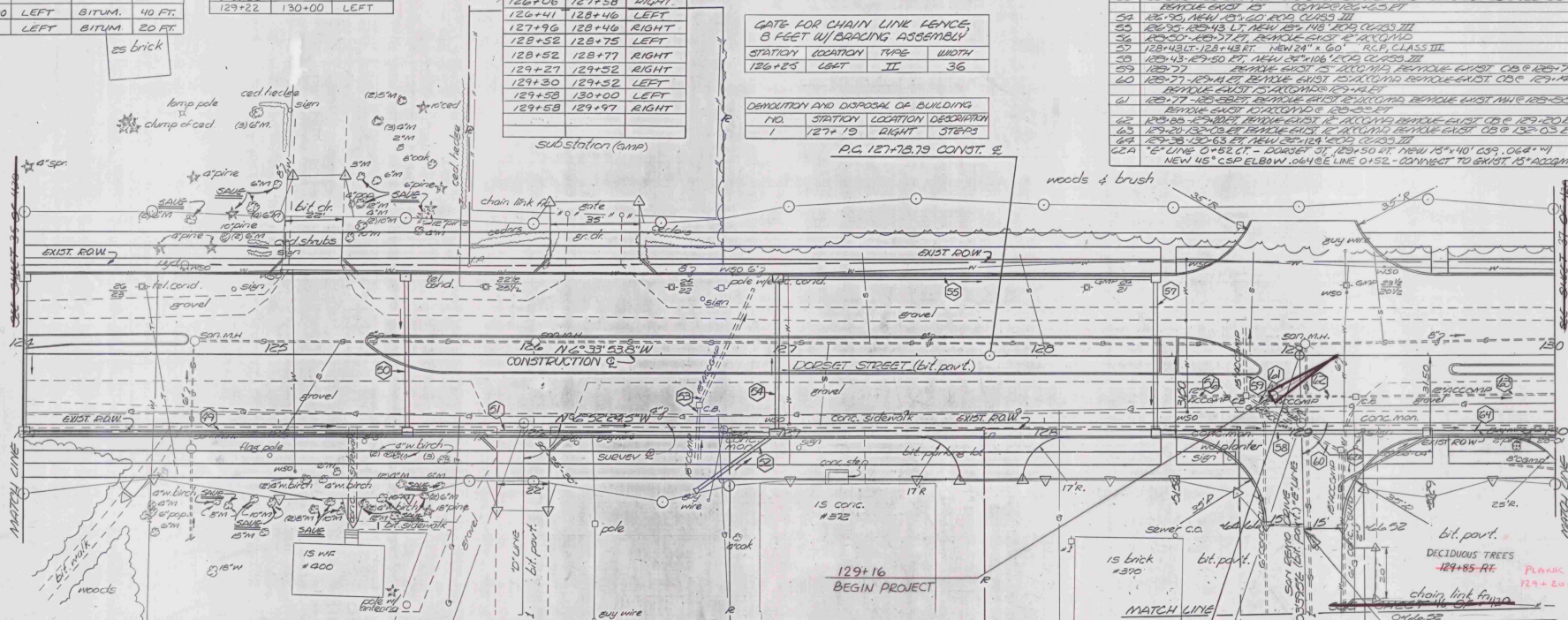
| STATION | STATION | LOCATION |
|---------|---------|----------|
| 124+00  | 125+03  | LEFT     |
| 124+00  | 125+06  | RIGHT    |
| 125+25  | 126+06  | LEFT     |
| 126+06  | 127+58  | RIGHT    |
| 126+41  | 128+46  | LEFT     |
| 127+46  | 128+46  | RIGHT    |
| 128+52  | 128+75  | LEFT     |
| 128+52  | 128+77  | RIGHT    |
| 129+27  | 129+52  | RIGHT    |
| 129+30  | 129+52  | LEFT     |
| 129+58  | 130+00  | LEFT     |
| 129+58  | 129+97  | RIGHT    |

| STATION | STATION | LOCATION | LENGTH |
|---------|---------|----------|--------|
| 126+06  | 126+92  | LEFT     | 36'    |

| STATION | LOCATION | TYPE | WIDTH |
|---------|----------|------|-------|
| 126+25  | LEFT     | II   | 36    |

| NO. | STATION | LOCATION | DESCRIPTION |
|-----|---------|----------|-------------|
| 1   | 127+75  | RIGHT    | STEPS       |

| NO. | STATION | LOCATION                 | DESCRIPTION |
|-----|---------|--------------------------|-------------|
| 49  | 125+00  | NEW 15'x60' ROD CURB III |             |
| 50  | 125+00  | NEW 15'x60' ROD CURB III |             |
| 51  | 125+00  | NEW 15'x60' ROD CURB III |             |
| 52  | 125+00  | NEW 15'x60' ROD CURB III |             |
| 53  | 125+00  | NEW 15'x60' ROD CURB III |             |
| 54  | 125+00  | NEW 15'x60' ROD CURB III |             |
| 55  | 125+00  | NEW 15'x60' ROD CURB III |             |
| 56  | 125+00  | NEW 15'x60' ROD CURB III |             |
| 57  | 125+00  | NEW 15'x60' ROD CURB III |             |
| 58  | 125+00  | NEW 15'x60' ROD CURB III |             |
| 59  | 125+00  | NEW 15'x60' ROD CURB III |             |
| 60  | 125+00  | NEW 15'x60' ROD CURB III |             |
| 61  | 125+00  | NEW 15'x60' ROD CURB III |             |
| 62  | 125+00  | NEW 15'x60' ROD CURB III |             |
| 63  | 125+00  | NEW 15'x60' ROD CURB III |             |
| 64  | 125+00  | NEW 15'x60' ROD CURB III |             |
| 65  | 125+00  | NEW 15'x60' ROD CURB III |             |
| 66  | 125+00  | NEW 15'x60' ROD CURB III |             |
| 67  | 125+00  | NEW 15'x60' ROD CURB III |             |
| 68  | 125+00  | NEW 15'x60' ROD CURB III |             |
| 69  | 125+00  | NEW 15'x60' ROD CURB III |             |
| 70  | 125+00  | NEW 15'x60' ROD CURB III |             |



| STATION | STATION | LOCATION |
|---------|---------|----------|
| 124+96  | 125+02  | LEFT     |
| 125+25  | 125+31  | LEFT     |
| 125+82  | 125+86  | RIGHT    |
| 126+06  | 126+12  | RIGHT    |
| 126+00  | 126+06  | LEFT     |
| 126+41  | 126+47  | LEFT     |
| 127+52  | 127+58  | RIGHT    |
| 127+76  | 127+82  | RIGHT    |
| 129+85  | 129+96  | RIGHT    |

P.O.T. 125+96.00 SURVEY E =  
P.O.T. 00+25.00 'D' LINE

| STATION | STATION | LOCATION |
|---------|---------|----------|
| 129+00  | 129+65  | LEFT     |
| 129+58  | 130+00  | RIGHT    |

| STATION | STATION | LOCATION |
|---------|---------|----------|
| 129+00  | 129+65  | LEFT     |
| 129+34  | 129+46  | ISLAND   |
| 129+52  | 129+55  | ISLAND   |
| 129+85  | 130+00  | RIGHT    |

| STATION | LOCATION | TYPE        | WIDTH |
|---------|----------|-------------|-------|
| 124+42  | RIGHT    | 2' BITUM.   | 5 FT. |
| 125+29  | RIGHT    | 5' CONCRETE | 3 FT. |

| STATION | STATION | LOCATION |
|---------|---------|----------|
| 126+06  | 126+92  | LEFT     |
| 127+00  | 127+00  | LEFT     |

| STATION | STATION | LOCATION |
|---------|---------|----------|
| 124+00  | 124+98  | LEFT     |
| 124+00  | 125+31  | RIGHT    |
| 125+20  | 126+01  | LEFT     |
| 126+11  | 127+57  | RIGHT    |
| 126+46  | 128+78  | LEFT     |
| 127+25  | 130+00  | LEFT     |
| 127+97  | 128+80  | RIGHT    |
| 127+28  | 129+96  | RIGHT    |
| 127+98  | 128+30  | LEFT     |
| 128+81  | 126+11  | RIGHT    |
| 126+01  | 125+46  | LEFT     |
| 127+57  | 127+97  | RIGHT    |
| 129+96  | 130+00  | RIGHT    |

| STATION | LOCATION | TYPE |
|---------|----------|------|
| 125+49  | LEFT     | 2    |
| 125+49  | RIGHT    | 2    |
| 125+80  | RIGHT    | 1    |
| 129+26  | RIGHT    | 1    |
| 129+55  | LEFT     | 2    |
| 128+78  | LEFT     | 1    |
| 129+28  | LEFT     | 1    |

| STATION | LOCATION |
|---------|----------|
| 128+99  | E        |

| STATION | STATION | POSITION |
|---------|---------|----------|
| 125+03  | 125+25  | LEFT     |
| 125+86  | 126+06  | RIGHT    |
| 126+06  | 126+41  | LEFT     |
| 127+58  | 127+76  | RIGHT    |

| STATION | STATION | POSITION |
|---------|---------|----------|
| 126+06  | 126+41  | LEFT     |
| 129+55  | 129+96  | LEFT     |

NOTE: NO CLEARING & GRUBBING ALLOWANCE WILL BE PERMITTED OUTSIDE THE CONSTRUCTION LIMITS FROM STATION 124+00-129+40 RIGHT, & 126+70-130+00 LT.

DATUM NATIONAL GEODETIC VERTICAL DATUM 1928  
HORIZONTAL VT. STATE COORDINATE SYSTEM

SURVEYED BY *DC* DATE 12-53  
DRAWN BY *CHITUS* DATE 12-53  
TRACED BY *DC* DATE 12-53  
CITY OF SOUTH BURLINGTON  
DORSET STREET  
PROJ. M-EGG NO. 8200(4)F  
SHEET 6 OF 14

SCALE: 1" = 20 FEET

GRANITE SLOPE EDGING

| STATION | STATION | LOCATION |
|---------|---------|----------|
| 130+00  | 136+00  | ISLAND   |

PORTLAND CEMENT CONCRETE SIDEWALK, 5', FOR ISLANDS

| STATION | STATION | LOCATION |
|---------|---------|----------|
| 130+00  | 130+22  | RIGHT    |

PI. 130+53.76 BK = CONST. &  
130+23.73 ANL = 2  
130+33.63 SURVEY @ 29.71' LT

B.M. #5  
SPARK W/SPARKERS  
IN FOOT OF 5" M  
ELEV. 305.76

VERTICAL GRANITE CURB

| STATION | STATION | POSITION |
|---------|---------|----------|
| 130+00  | 134+22  | LEFT     |
| 130+00  | 136+00  | RIGHT    |
| F. LINE | 136+00  | RT-LT    |

CONSTRUCT DRIVE

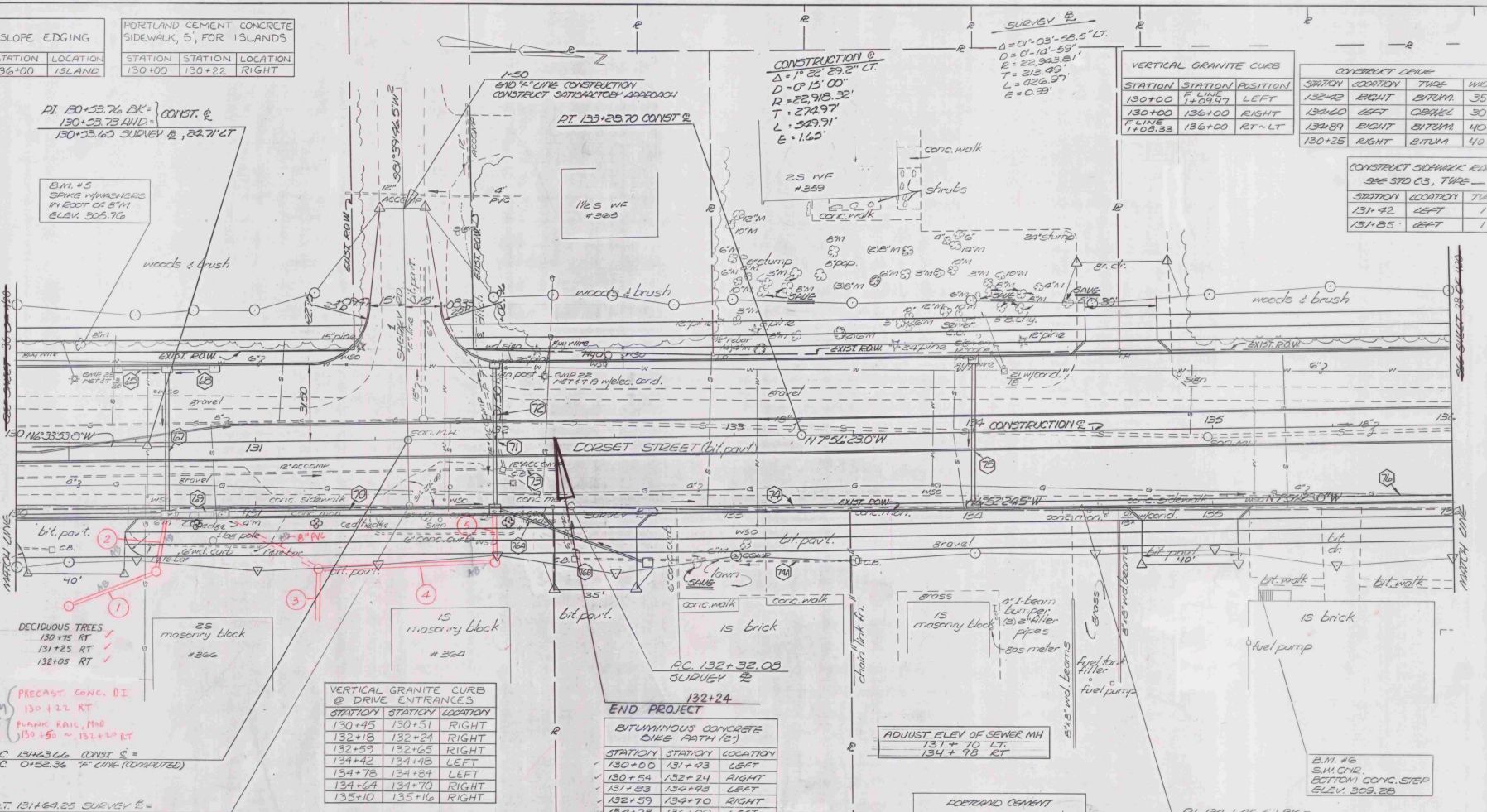
| STATION | LOCATION | THICK  | WIDTH |
|---------|----------|--------|-------|
| 130+00  | RIGHT    | BITUM. | 35 FT |
| 130+00  | LEFT     | GRAVEL | 30 FT |
| 134+89  | RIGHT    | BITUM. | 40 FT |
| 130+25  | RIGHT    | BITUM. | 40 FT |

CONSTRUCT SIDEWALK RAMP

| STATION | LOCATION | THICK |
|---------|----------|-------|
| 131+42  | LEFT     | 1     |
| 131+55  | LEFT     | 1     |

CONSTRUCTION @  
Δ = 1° 22' 29.2" LT.  
D = 0' 15' 00"  
R = 22,915.32'  
T = 274.97'  
L = 549.31'  
E = 1.62'

SURVEY @  
Δ = 0° 03' 52.5" LT.  
D = 0' 13' 59"  
E = 22,915.32'  
T = 274.97'  
L = 549.31'  
E = 0.33'



DECIDUOUS TREES  
130+75 RT  
131+25 RT  
132+05 RT

PRECAST CONC. DI  
130+22 RT  
PLANK RAIL, 1100  
130+50 = 131+42 RT

POC 134+24 CONST. @  
POC 0+52.36 F. LINE (CORRECTED)

P.O.T. 131+64.25 SURVEY @ =  
P.O.T. 00+25.00 " F. LINE

VERTICAL GRANITE CURB @ DRIVE ENTRANCES

| STATION | STATION | LOCATION |
|---------|---------|----------|
| 130+45  | 130+51  | RIGHT    |
| 132+18  | 132+24  | RIGHT    |
| 132+59  | 132+65  | RIGHT    |
| 134+42  | 134+48  | LEFT     |
| 134+78  | 134+84  | LEFT     |
| 134+64  | 134+70  | RIGHT    |
| 135+10  | 135+16  | RIGHT    |

END PROJECT

BITUMINOUS CONCRETE CURE PATH (2)

| STATION | STATION | LOCATION |
|---------|---------|----------|
| 130+00  | 131+23  | LEFT     |
| 130+54  | 132+24  | RIGHT    |
| 131+23  | 134+65  | LEFT     |
| 132+59  | 134+70  | RIGHT    |
| 134+78  | 136+00  | LEFT     |
| 135+10  | 136+00  | RIGHT    |

ADJUST ELEV OF SEWER MH  
131+70 LT.  
134+98 RT

DORSET STREET CONCRETE SIDEWALK (5')

| STATION | STATION | LOCATION |
|---------|---------|----------|
| 130+00  | 131+97  | LEFT     |
| 130+52  | 132+19  | RIGHT    |
| 131+20  | 132+23  | LEFT     |
| 132+64  | 132+65  | LEFT     |
| 132+83  | 136+00  | LEFT     |
| 135+15  | 135+00  | RIGHT    |

NOTE: NO CLEARING & GRUBBING ALLOWANCE WILL BE PERMITTED OUTSIDE THE CONSTRUCTION LIMITS FROM STATION 130+00 - 136+00 LT.

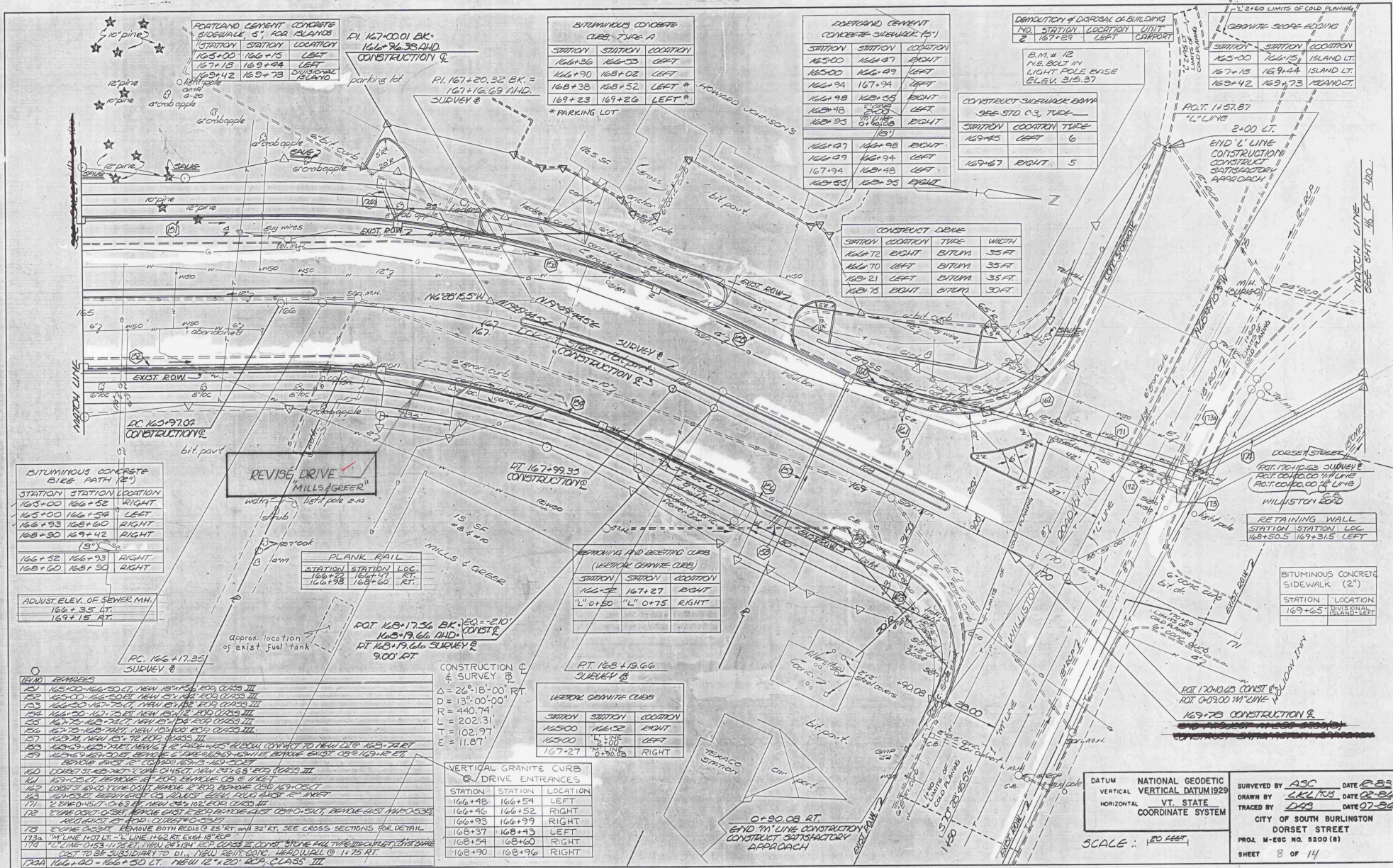
DATUM NATIONAL GEODETIC VERTICAL DATUM 1929  
HORIZONTAL VT. STATE COORDINATE SYSTEM

SURVEYED BY JSC DATE 02-23  
DRAWN BY JET/JS DATE 02-26  
TRACED BY DRS DATE 02-26  
CITY OF SOUTH BURLINGTON  
DORSET STREET  
PROJ. M-600 NO. 5200 (4/5)  
SHEET 7 OF 14

SCALE: 1/2" = 10 FEET

- 65 130+45-130+63 ST. NEW 15'x16' RCP CLASS III
- 67 130+63 NEW 18'x20' RCP CLASS III
- 68 130+63-130+63 CH. NEW 15'x21' RCP CLASS III
- 69 130+63-130+64 RT. NEW 30'x16' RCP CLASS III
- 70 130+61-130+00 RT. NEW 30'x16' RCP CLASS III
- 71 130+61-130+00 RT. EXIST. EXIST. 24'x12' RCP CLASS III
- 72 130+00 NEW 18'x20' RCP CLASS III
- 73 130+00-132+30 RT. EXIST. EXIST. 12' RCP CLASS III
- 74 130+00-130+00 RT. NEW 30'x16' RCP CLASS III
- 75 130+00-130+00 RT. EXIST. EXIST. 24'x12' RCP CLASS III
- 76 130+00-130+00 RT. EXIST. EXIST. 24'x12' RCP CLASS III
- 77 130+00-130+00 RT. EXIST. EXIST. 24'x12' RCP CLASS III
- 78 130+00-130+00 RT. EXIST. EXIST. 24'x12' RCP CLASS III
- 79 130+00-130+00 RT. EXIST. EXIST. 24'x12' RCP CLASS III
- 80 130+00-130+00 RT. EXIST. EXIST. 24'x12' RCP CLASS III
- 81 130+00-130+00 RT. EXIST. EXIST. 24'x12' RCP CLASS III
- 82 130+00-130+00 RT. EXIST. EXIST. 24'x12' RCP CLASS III
- 83 130+00-130+00 RT. EXIST. EXIST. 24'x12' RCP CLASS III
- 84 130+00-130+00 RT. EXIST. EXIST. 24'x12' RCP CLASS III
- 85 130+00-130+00 RT. EXIST. EXIST. 24'x12' RCP CLASS III
- 86 130+00-130+00 RT. EXIST. EXIST. 24'x12' RCP CLASS III
- 87 130+00-130+00 RT. EXIST. EXIST. 24'x12' RCP CLASS III
- 88 130+00-130+00 RT. EXIST. EXIST. 24'x12' RCP CLASS III
- 89 130+00-130+00 RT. EXIST. EXIST. 24'x12' RCP CLASS III
- 90 130+00-130+00 RT. EXIST. EXIST. 24'x12' RCP CLASS III
- 91 130+00-130+00 RT. EXIST. EXIST. 24'x12' RCP CLASS III
- 92 130+00-130+00 RT. EXIST. EXIST. 24'x12' RCP CLASS III
- 93 130+00-130+00 RT. EXIST. EXIST. 24'x12' RCP CLASS III
- 94 130+00-130+00 RT. EXIST. EXIST. 24'x12' RCP CLASS III
- 95 130+00-130+00 RT. EXIST. EXIST. 24'x12' RCP CLASS III
- 96 130+00-130+00 RT. EXIST. EXIST. 24'x12' RCP CLASS III
- 97 130+00-130+00 RT. EXIST. EXIST. 24'x12' RCP CLASS III
- 98 130+00-130+00 RT. EXIST. EXIST. 24'x12' RCP CLASS III
- 99 130+00-130+00 RT. EXIST. EXIST. 24'x12' RCP CLASS III
- 100 130+00-130+00 RT. EXIST. EXIST. 24'x12' RCP CLASS III

- 1 130+22-130+26 RT. NEW 15'x36' CPEP w/ 1/2" ASP. DI
- 2 130+50-130+63 RT. NEW 15'x21' CPEP w/ 1/2" ASP. DI
- 3 131+25 RT. 12" PVC (BY MANSION) 8" PVC (BY MANSION)
- 4 131+25-132+00 RT. 12" PVC (BY MANSION) 8" PVC (BY MANSION)
- 5 132+00 RT. 15" PVC (JUST AS PART OF MECC 5200 @) w/ 1/2" ASP. DI (BY MANSION)



PORTLAND CEMENT CONCRETE SIDEWALK, 5' FOR PLANS

| STATION | STATION | LOCATION        |
|---------|---------|-----------------|
| 165+00  | 166+15  | LEFT            |
| 167+18  | 169+24  | LEFT            |
| 169+42  | 169+73  | DISPERSED PLANS |

BITUMINOUS CONCRETE CURB, TYPE A

| STATION | STATION | LOCATION |
|---------|---------|----------|
| 166+36  | 166+53  | LEFT     |
| 166+90  | 168+02  | LEFT     |
| 168+38  | 168+52  | LEFT*    |
| 169+23  | 169+26  | LEFT*    |

PORTLAND CEMENT CONCRETE SIDEWALK (5')

| STATION | STATION | LOCATION |
|---------|---------|----------|
| 165+00  | 166+27  | RIGHT    |
| 165+00  | 166+49  | LEFT     |
| 166+94  | 167+94  | LEFT     |
| 166+98  | 168+35  | RIGHT    |
| 168+48  | 168+52  | LEFT     |
| 168+95  | 169+58  | RIGHT    |
| 169+07  | 169+98  | RIGHT    |
| 169+49  | 169+94  | LEFT     |
| 167+94  | 168+43  | LEFT     |
| 168+55  | 168+95  | RIGHT    |

DEMOLITION & DISPOSAL OF BUILDING

| NO. | STATION | LOCATION | UNIT | CHART |
|-----|---------|----------|------|-------|
| 2   | 167+29  | LEFT     |      |       |

B.M. # 12  
N.E. BOLT IN LIGHT POLE BASE  
ELEV. 319.37

CONSTRUCT SIDEWALK BANK  
SRE STD C3, TIDE

| STATION | LOCATION | TYPE |
|---------|----------|------|
| 169+45  | LEFT     | 6    |
| 169+67  | RIGHT    | 5    |

1'±60 LIMITS OF COLD PLANNING

1'±60 GRANITE SCORE EDDING

| STATION | STATION | LOCATION   |
|---------|---------|------------|
| 165+00  | 166+51  | ISLAND LT. |
| 167+18  | 169+44  | ISLAND LT. |
| 169+42  | 169+73  | REAR/CT.   |

CONSTRUCT DRIVE

| STATION | LOCATION | TYPE  | WIDTH |
|---------|----------|-------|-------|
| 166+72  | RIGHT    | BITUM | 35 FT |
| 166+70  | LEFT     | BITUM | 35 FT |
| 168+21  | LEFT     | BITUM | 35 FT |
| 168+75  | RIGHT    | BITUM | 30 FT |

BITUMINOUS CONCRETE BIKE PATH (2')

| STATION | STATION | LOCATION |
|---------|---------|----------|
| 165+00  | 166+52  | RIGHT    |
| 166+52  | 166+59  | LEFT     |
| 166+93  | 168+60  | RIGHT    |
| 168+90  | 169+42  | RIGHT    |
| 166+52  | 166+93  | RIGHT    |
| 168+60  | 168+90  | RIGHT    |

REVISE DRIVE "MILLS & GEESE"

| STATION | STATION | LOC. | RT. |
|---------|---------|------|-----|
| 166+98  | 166+60  |      |     |

REMOVING AND RESETTING CURBS (VERTICAL GRANITE CURBS)

| STATION | STATION | LOCATION |
|---------|---------|----------|
| 166+52  | 167+27  | RIGHT    |

"L" O+ED "L" O+75 RIGHT

VERTICAL GRANITE CURBS DRIVE ENTRANCES

| STATION | STATION | LOCATION |
|---------|---------|----------|
| 166+48  | 166+54  | LEFT     |
| 166+96  | 166+52  | RIGHT    |
| 166+93  | 166+99  | RIGHT    |
| 168+37  | 168+43  | LEFT     |
| 168+54  | 168+60  | RIGHT    |
| 168+90  | 168+96  | RIGHT    |

- REVISIONS
- 1490 165+00-166+50 CT. NEW 15'±60 SIDEWALK
  - 1491 165+00-166+50 CT. NEW 5'±60 SIDEWALK
  - 1492 166+52-166+59 CT. NEW 5'±60 SIDEWALK
  - 1493 166+93-168+60 CT. NEW 5'±60 SIDEWALK
  - 1494 168+90-169+42 CT. NEW 5'±60 SIDEWALK
  - 1495 166+52-166+93 CT. NEW 5'±60 SIDEWALK
  - 1496 168+60-168+90 CT. NEW 5'±60 SIDEWALK
  - 1497 166+52-166+93 CT. NEW 5'±60 SIDEWALK
  - 1498 168+60-168+90 CT. NEW 5'±60 SIDEWALK
  - 1499 166+52-166+93 CT. NEW 5'±60 SIDEWALK
  - 1500 168+60-168+90 CT. NEW 5'±60 SIDEWALK
  - 1501 166+52-166+93 CT. NEW 5'±60 SIDEWALK
  - 1502 168+60-168+90 CT. NEW 5'±60 SIDEWALK
  - 1503 166+52-166+93 CT. NEW 5'±60 SIDEWALK
  - 1504 168+60-168+90 CT. NEW 5'±60 SIDEWALK
  - 1505 166+52-166+93 CT. NEW 5'±60 SIDEWALK
  - 1506 168+60-168+90 CT. NEW 5'±60 SIDEWALK
  - 1507 166+52-166+93 CT. NEW 5'±60 SIDEWALK
  - 1508 168+60-168+90 CT. NEW 5'±60 SIDEWALK
  - 1509 166+52-166+93 CT. NEW 5'±60 SIDEWALK
  - 1510 168+60-168+90 CT. NEW 5'±60 SIDEWALK
  - 1511 166+52-166+93 CT. NEW 5'±60 SIDEWALK
  - 1512 168+60-168+90 CT. NEW 5'±60 SIDEWALK
  - 1513 166+52-166+93 CT. NEW 5'±60 SIDEWALK
  - 1514 168+60-168+90 CT. NEW 5'±60 SIDEWALK
  - 1515 166+52-166+93 CT. NEW 5'±60 SIDEWALK
  - 1516 168+60-168+90 CT. NEW 5'±60 SIDEWALK
  - 1517 166+52-166+93 CT. NEW 5'±60 SIDEWALK
  - 1518 168+60-168+90 CT. NEW 5'±60 SIDEWALK
  - 1519 166+52-166+93 CT. NEW 5'±60 SIDEWALK
  - 1520 168+60-168+90 CT. NEW 5'±60 SIDEWALK
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  - 1524 168+60-168+90 CT. NEW 5'±60 SIDEWALK
  - 1525 166+52-166+93 CT. NEW 5'±60 SIDEWALK
  - 1526 168+60-168+90 CT. NEW 5'±60 SIDEWALK
  - 1527 166+52-166+93 CT. NEW 5'±60 SIDEWALK
  - 1528 168+60-168+90 CT. NEW 5'±60 SIDEWALK
  - 1529 166+52-166+93 CT. NEW 5'±60 SIDEWALK
  - 1530 168+60-168+90 CT. NEW 5'±60 SIDEWALK
  - 1531 166+52-166+93 CT. NEW 5'±60 SIDEWALK
  - 1532 168+60-168+90 CT. NEW 5'±60 SIDEWALK
  - 1533 166+52-166+93 CT. NEW 5'±60 SIDEWALK
  - 1534 168+60-168+90 CT. NEW 5'±60 SIDEWALK
  - 1535 166+52-166+93 CT. NEW 5'±60 SIDEWALK
  - 1536 168+60-168+90 CT. NEW 5'±60 SIDEWALK
  - 1537 166+52-166+93 CT. NEW 5'±60 SIDEWALK
  - 1538 168+60-168+90 CT. NEW 5'±60 SIDEWALK
  - 1539 166+52-166+93 CT. NEW 5'±60 SIDEWALK
  - 1540 168+60-168+90 CT. NEW 5'±60 SIDEWALK
  - 1541 166+52-166+93 CT. NEW 5'±60 SIDEWALK
  - 1542 168+60-168+90 CT. NEW 5'±60 SIDEWALK
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  - 1546 168+60-168+90 CT. NEW 5'±60 SIDEWALK
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  - 1548 168+60-168+90 CT. NEW 5'±60 SIDEWALK
  - 1549 166+52-166+93 CT. NEW 5'±60 SIDEWALK
  - 1550 168+60-168+90 CT. NEW 5'±60 SIDEWALK
  - 1551 166+52-166+93 CT. NEW 5'±60 SIDEWALK
  - 1552 168+60-168+90 CT. NEW 5'±60 SIDEWALK
  - 1553 166+52-166+93 CT. NEW 5'±60 SIDEWALK
  - 1554 168+60-168+90 CT. NEW 5'±60 SIDEWALK
  - 1555 166+52-166+93 CT. NEW 5'±60 SIDEWALK
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  - 1559 166+52-166+93 CT. NEW 5'±60 SIDEWALK
  - 1560 168+60-168+90 CT. NEW 5'±60 SIDEWALK
  - 1561 166+52-166+93 CT. NEW 5'±60 SIDEWALK
  - 1562 168+60-168+90 CT. NEW 5'±60 SIDEWALK
  - 1563 166+52-166+93 CT. NEW 5'±60 SIDEWALK
  - 1564 168+60-168+90 CT. NEW 5'±60 SIDEWALK
  - 1565 166+52-166+93 CT. NEW 5'±60 SIDEWALK
  - 1566 168+60-168+90 CT. NEW 5'±60 SIDEWALK
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  - 1575 166+52-166+93 CT. NEW 5'±60 SIDEWALK
  - 1576 168+60-168+90 CT. NEW 5'±60 SIDEWALK
  - 1577 166+52-166+93 CT. NEW 5'±60 SIDEWALK
  - 1578 168+60-168+90 CT. NEW 5'±60 SIDEWALK
  - 1579 166+52-166+93 CT. NEW 5'±60 SIDEWALK
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  - 1597 166+52-166+93 CT. NEW 5'±60 SIDEWALK
  - 1598 168+60-168+90 CT. NEW 5'±60 SIDEWALK
  - 1599 166+52-166+93 CT. NEW 5'±60 SIDEWALK
  - 1600 168+60-168+90 CT. NEW 5'±60 SIDEWALK

DATUM NATIONAL GEODETIC VERTICAL DATUM 1929

HORIZONTAL VT. STATE COORDINATE SYSTEM

SURVEYED BY ASC DATE 08-23

DRAWN BY CGL/RS DATE 02-26

TRACED BY JJJ DATE 07-26

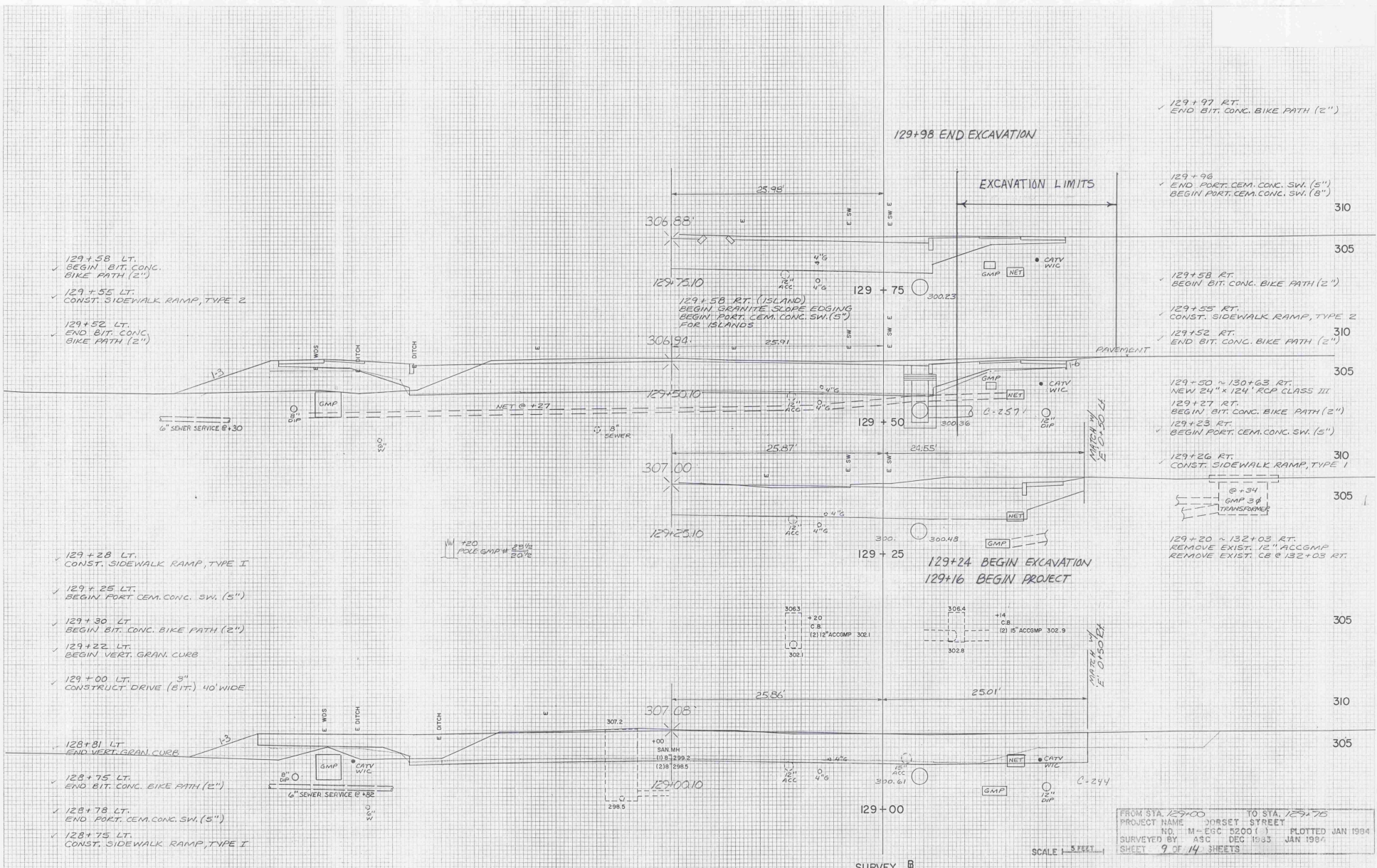
CITY OF SOUTH BURLINGTON

DORSET STREET

PROJ. M-EGG NO. 8200 (S)

SHEET 8 OF 14

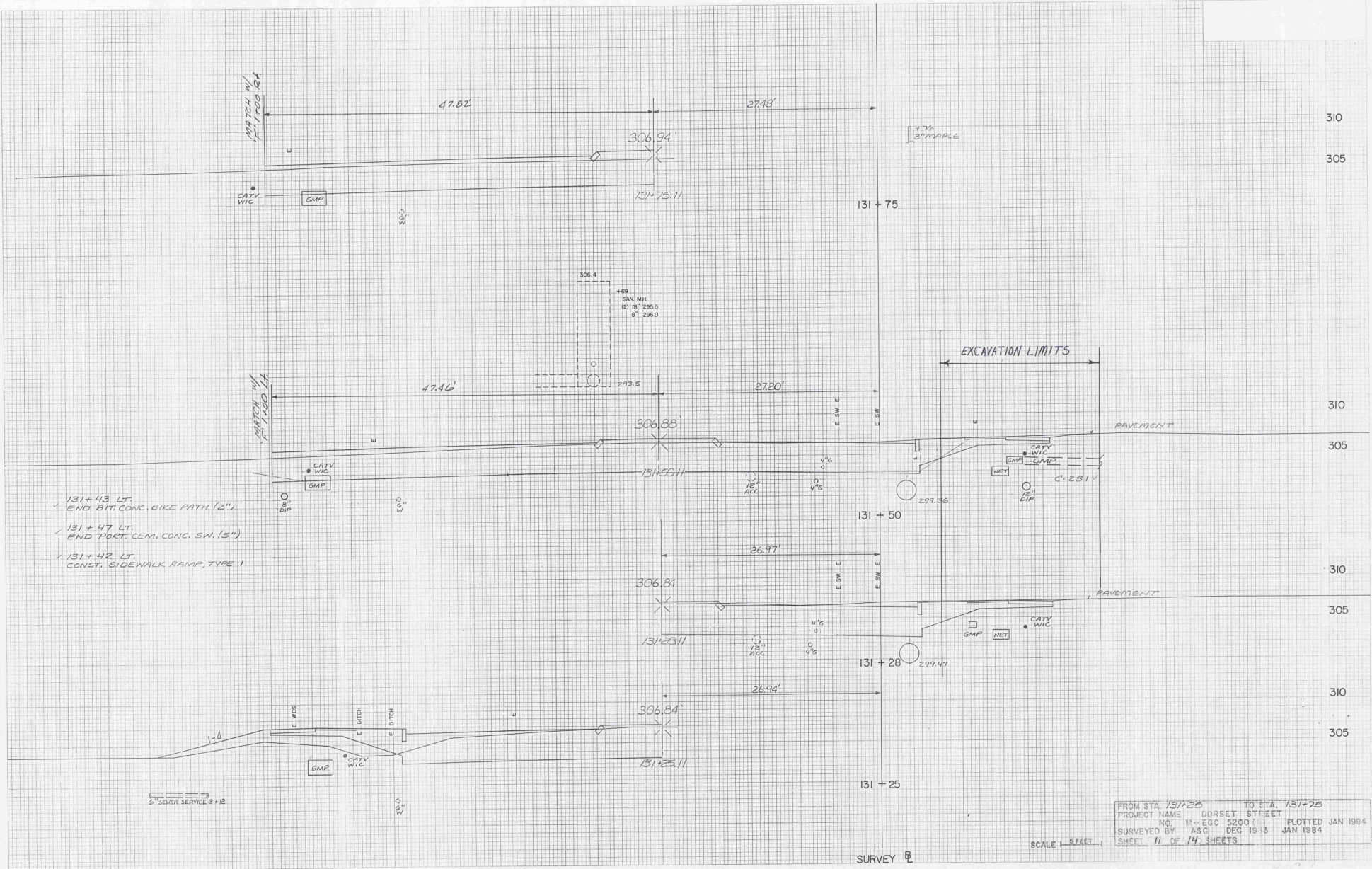
SCALE: 1" = 20 FEET



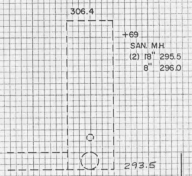


FINAL  
 PRINTED  
 NOTE BOOK  
 NO.

NO.  
 NO.  
 NO.



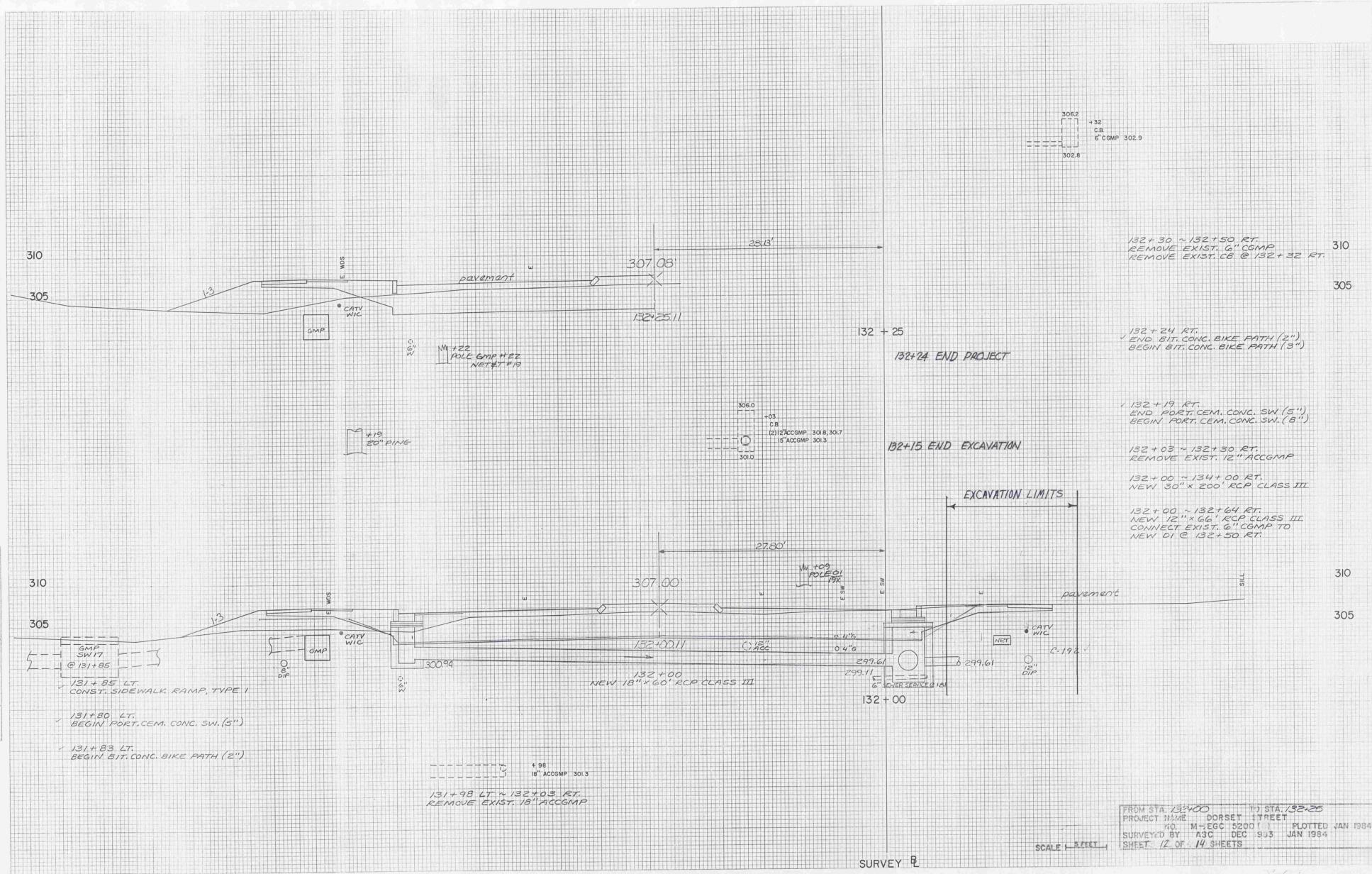
- ✓ 131+43 LT. END BIT. CONC. BIKE PATH (2")
- ✓ 131+47 LT. END PORT. CEM. CONC. SW. (5")
- ✓ 131+42 LT. CONST. SIDEWALK RAMP, TYPE 1



FROM STA. 131+25 TO STA. 131+75  
 PROJECT NAME - DORSET STREET  
 NO. M-EGC 5200 PLOTTED JAN 1984  
 SURVEYED BY ASC DEC 1983  
 SHEET 11 OF 14 SHEETS

|          |  |
|----------|--|
| DATE     |  |
| SCALE    |  |
| PROJECT  |  |
| DESIGNER |  |
| CHECKER  |  |
| DATE     |  |

|          |  |
|----------|--|
| DATE     |  |
| SCALE    |  |
| PROJECT  |  |
| DESIGNER |  |
| CHECKER  |  |
| DATE     |  |



132+30 ~ 132+50 RT.  
REMOVE EXIST. 6" CGMP  
REMOVE EXIST. CB @ 132+32 RT.

132+24 RT.  
END BIT. CONC. BIKE PATH (2")  
BEGIN BIT. CONC. BIKE PATH (3")

132+19 RT.  
END PORT. CEM. CONC. SW (5")  
BEGIN PORT. CEM. CONC. SW (8")

132+03 ~ 132+30 RT.  
REMOVE EXIST. 12" ACCGMP

132+00 ~ 134+00 RT.  
NEW 30" X 200' RCP CLASS III

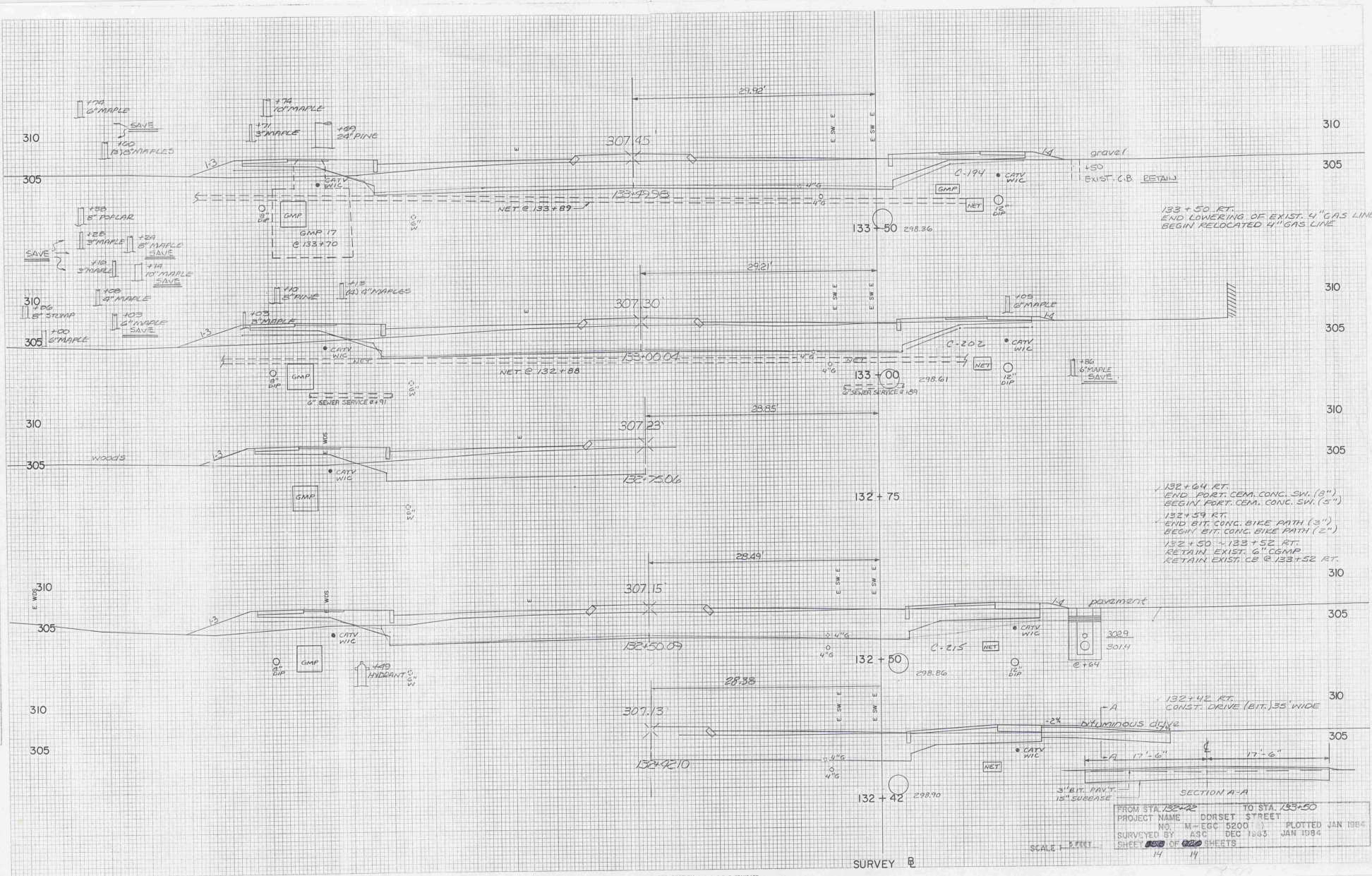
132+00 ~ 132+64 RT.  
NEW 12" X 66' RCP CLASS III  
CONNECT EXIST. 6" CGMP TO  
NEW DI @ 132+50 RT.

|                  |                 |
|------------------|-----------------|
| FROM STA. 132+00 | TO STA. 132+35  |
| PROJECT NAME     | DORSET STREET   |
| NO.              | M-EGC 5200      |
| SURVEYED BY      | A3C DEC 95      |
| SHEET            | 12 OF 14 SHEETS |
| PLOTTED          | JAN 1984        |



FINAL  
 SURVEY  
 NOTE BOOK  
 NO. 1000000000

FINAL  
 SURVEY  
 NOTE BOOK  
 NO. 1000000000



133 + 50 RT.  
 END LOWERING OF EXIST. 4" GAS LINE  
 BEGIN RELOCATED 4" GAS LINE

132 + 64 RT.  
 END PORT. CEM. CONC. SW. (3")  
 BEGIN PORT. CEM. CONC. SW. (5")  
 132 + 59 RT.  
 END BIT. CONC. BIKE PATH (3")  
 BEGIN BIT. CONC. BIKE PATH (2")  
 132 + 50 ~ 133 + 52 RT.  
 RETAIN EXIST. 6" CGMP  
 RETAIN EXIST. C.B. @ 133 + 52 RT.

SECTION A-A  
 FROM STA. 132+42 TO STA. 133+50  
 PROJECT NAME DORSET STREET  
 NO. M-EGC 5200 PLOTTED JAN 1984  
 SURVEYED BY JSC DEC 1983 JAN 1984  
 SHEET 14 OF 14 SHEETS

SURVEY B