CONSTRUCTION NOTES

COLD PLANING BITUMINOUS PAVEMENT

STATION 2184.0 3109.0
STATION 3+09.0 - 3+54.4, RT.
STATION 4+27.1 - 5+31.7, RT.
STATION 5+40.0 - 5+65.0
STATION 101+00.0 101+25.0

RELOCATE MAILBOX SINGLE SUPPORT

STATION 5+00.0, RT.

VERTICAL GRANITE CURB

STA. 3119.0 3192.9, LT.
STA. 4+02.8, LT. - TH3 STA. 100+77.4, LT.
STA. 100+29.6 - 100+85.1, RT.
STA. 5+21.6, LT. - TH3 STA. 100+24.6, RT.
STA. 3179.3 3183.3, RT.
STA. 3+88.3 - 3+92.3, RT.

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH

STA. 3+17.9 - 4+01.7, LT.
STA. 3+75.1 - 3+90.0, RT.
STA. 4174.4 5121.6, LT.

DETECTABLE WARNING SURFACE

STA. 3198, LT.
STA. 3+85, RT.
STA. 100+27, RT.

CONSTRUCT DRIVES - 1½" BCP, TYPE III

STA. 3+30, RT. - 25' WIDE
STA. 4156, RT. 34' WIDE
STA. 5+18, RT. - 21' WIDE

EXCAVATION OF SURFACES AND PAVEMENTS

STATION 2197 4102, LT.
STATION 3+00, RT.
STATION 3+75 - 3+90, RT.
STATION 4+68 - 5+22, LT.

REMOVING AND RESETTING FENCE

STATION 3120 3170, LT.

VT STATE PLANE GRID N

VT ROUTE 116		TH3
CURVE #1 DATA	CURVE #2 DATA	CURVE #3 DATA
Δ - 18°26' 37.68"	Δ - 1°48' 21.94"	Δ - 12°51' 48.77"
D - 2°29' 28.04"	D - 15°41' 6.61"	D - 16°22' 12.80"
R - 2300'	R - 365'	R - 350'
T - 169.79'	T - 33.59'	T - 38.42'
L - 338.96'	L - 107.18'	L - 76.54'
L - 6.26'	L - 0.42'	L - 2.10'

STA. 101+25
END APPROACH

STA. 101+00
END PROJECT
BEGIN APPROACH

TH 3 CHARLOTTE RD

POE Sta 101+50.00

PT Sta 101+26.81

EXISTING WATERMAIN 18' LT., 5.5' DEEP AT STRUCTURE

CONSTRUCT GRAVEL DRIVE APPROACH.

REMOVING EXISTING CONCRETE SIDEWALK (ITEM 203.28)

REMOVE SIDEWALK CONST. 4" TOPSOIL AND SEED

BEGIN CURB

U. POLE TO REMAIN

RECONST. SIDEWALK

RETAIN LINE

PC Sta 100+50.71

SAWCUT LINE

PT END CURB Sta 3+88.96

PI Sta 100+88.69 (CURVE #3)

RETAIN BOLLARDS

U. POLE TO REMAIN

RECONST. SIDEWALK

COORDINATE SIDEWALK LOCATION WITH NEW SIDEWALK TO BE BUILT BY OTHERS.

PI Sta 5+43.62 (CURVE #2)

STA. 5+65
END APPROACH

POE Sta 6+50.00

STA. 3+09
END APPROACH
BEGIN PROJECT

SAVE TREE

SAWCUT LINE

SW RAMP TYPE I W/ DETECTABLE WARNING SURFACE

SW RAMP TYPE 2, WITH DETECTABLE WARNING SURFACE

SW RAMP TYPE IW/ DETECTABLE WARNING SURFACE

STA. 2+84
BEGIN APPROACH

CONST. CURB TIPDOWNS

SAVE

CONST. 5' SIDEWALK

PROPOSED PEDESTAL MOUNT SIGNAL

CONST. DRIVE APPROACH

STA. 5+40
END PROJECT
BEGIN APPROACH

CONST. DRIVE APPROACH

REMOVE SIDEWALK CONST. 4" TOPSOIL AND SEED

CONST. DRIVE APPROACH. MATCH EXISTING ELEV. AT R.O.W.

PC Sta 4+90.03

PT Sta 5+97.20

N6° 18' 17.95"W

6+50

VT 116

N0° 19' 57.77"E

SHK 2-19.79 (CURVE #1)

ML POT 1+18.08 = CHARLOTTE RD. POB 100+00

NOTES

1. THE DRAINAGE STRUCTURE RIM AND INVERT ELEVATIONS ARE BASED ON SURVEY INFORMATION FROM AERIAL SURVEY. THE CONTRACTOR SHALL SET ACTUAL RIM ELEVATIONS ONE INCH BELOW FINISHED PAVEMENT ELEVATIONS. THE CONTRACTOR SHALL FIELD CHECK PROPOSED PIPE INVERTS BEFORE ORDERING DRAINAGE STRUCTURES.
2. THE USE OF BRICK AND MORTAR TO ADJUST THE ELEVATION OF DRAINAGE STRUCTURES IS PROHIBITED. ALL ELEVATION ADJUSTMENTS SHALL BE MADE USING EITHER GRADE RINGS OR A SYNTHETIC RISER.
3. ALL CONNECTIONS BETWEEN PRECAST DRAINAGE STRUCTURES AND DRAINAGE PIPES SHALL BE A BOOTED CONNECTION.

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83

(1) STA. 3177.3, LT. 18.6
NEW PRECAST DI, ~~TYPE A~~ CURB INLET, DUE TO HAVING TO SET STRUCTURE BACK BECAUSE OF EXISTING WATER MAIN.
RIM ELEV. = 355.33
NEW 12" x 15 LF PCCSP
INV. OUT = 350.12
STA. 3187.8, LT. 33.8

(2) STA. 4121.3, RT. 19.5
ADJUST CB (TO NEW GRADE)
RIM ELEV. = 355.75

(3) STA. 3187.8, LT. 33.8
ADJUST CB (TO NEW GRADE)
REMOVE CB GRATE & FRAME
REPLACE WITH MH COVER & FRAME
RIM ELEV. = 353.91

0 20 40
SCALE IN FEET

VHB Vanasse Hangen Brustlin, Inc.

PROJECT NAME: HINESBURG
PROJECT NUMBER: HES 021-1(21)

FILE NAME: z01b208lal.dgn
PROJECT LEADER: G. BAKOS
DESIGNED BY: D. PECK
GENERAL PLAN

PLOT DATE: 5/4/2007
DRAWN BY: D. PECK
CHECKED BY: G. BAKOS
SHEET 9 OF 19