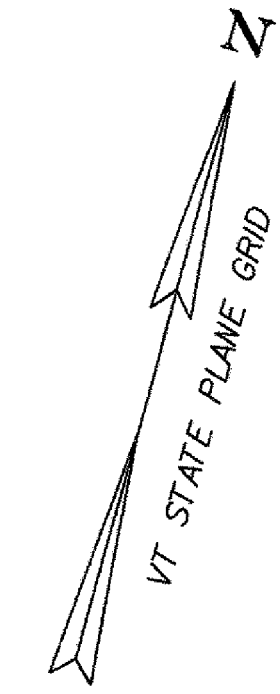
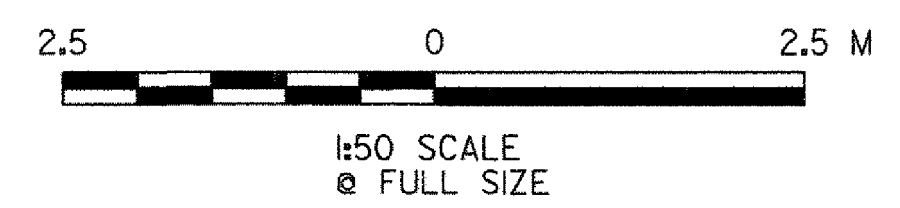


POINT	STATION	OFFSET (m)	DESCRIPTION
A	VT I+580.386	9.896	BACK OF SIDEWALK (PALMER)
B	VT I+580.921	20.416	END OF DRIVE
C	VT I+583.442	20.416	START OF RADIUS
D	VT I+586.228	20.132	CENTER OF RADIUS
E	VT I+586.155	17.333	START OF TANGENT
F	VT I+590.435	17.221	INSIDE 90° CORNER
G	VT I+590.331	13.223	INSIDE 90° CORNER
H	VT I+587.038	13.309	START OF RADIUS
I	VT I+586.959	10.310	CENTER OF RADIUS
J	VT I+583.963	10.159	START OF TANGENT
K	VT I+583.981	9.814	BACK OF SIDEWALK (PALMER)
L	VT I+591.249	9.649	BACK OF SIDEWALK (MOXLEY)
M	VT I+591.829	17.712	END OF DRIVE
N	VT I+594.262	17.712	END OF DRIVE
O	VT I+594.842	9.568	BACK OF SIDEWALK (MOXLEY)



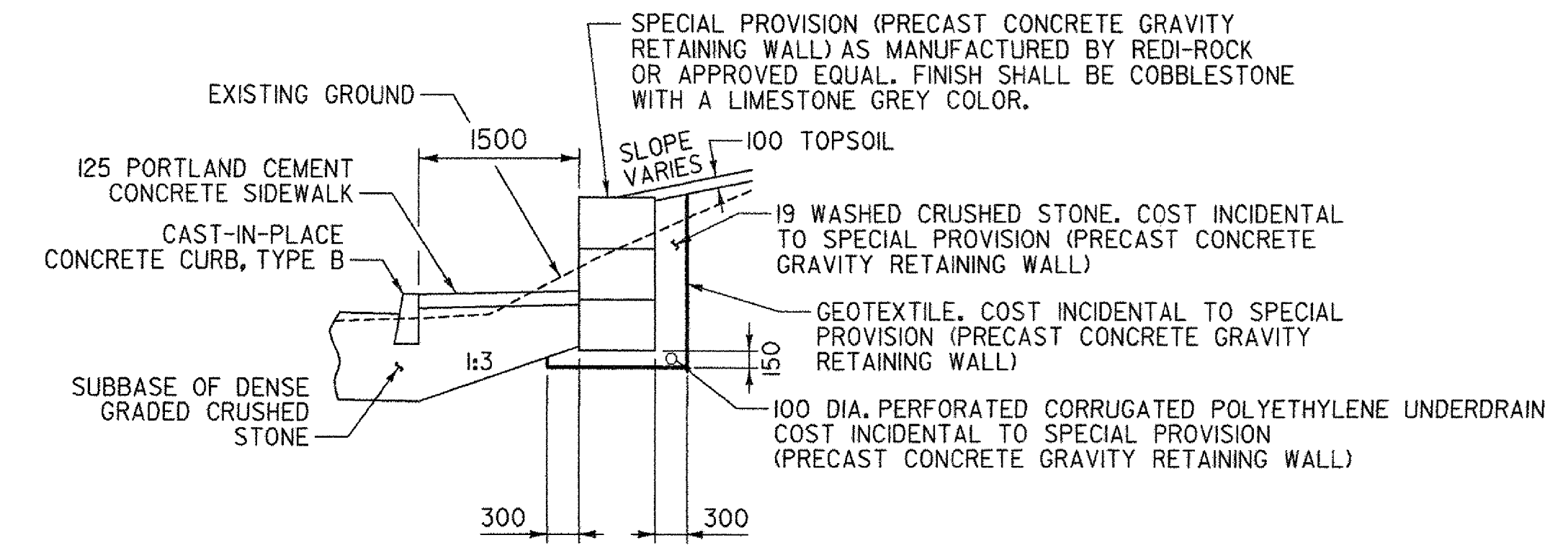
NOTE: SEE ROUTE 9 CROSS SECTION "DRIVE STA. VT I+582, RT (PALMER)" FOR SECTIONS B-B, C-C, AND D-D.

DRIVE AT STA. 1+582 AND STA. 1+593, RT LAYOUT AND GRADING PLAN

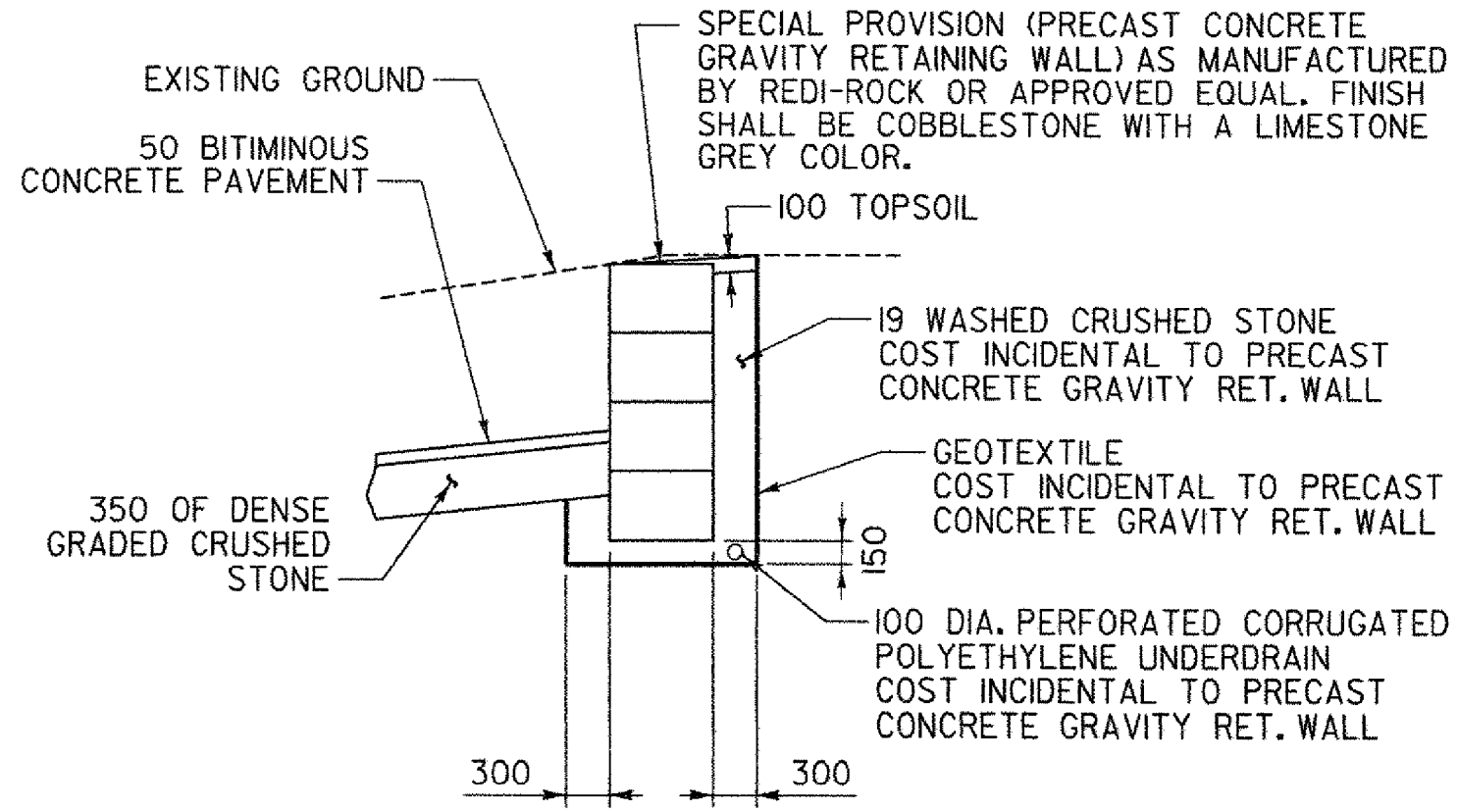
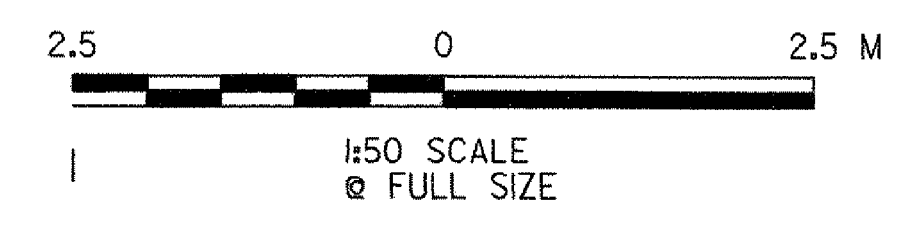


GENERAL NOTES

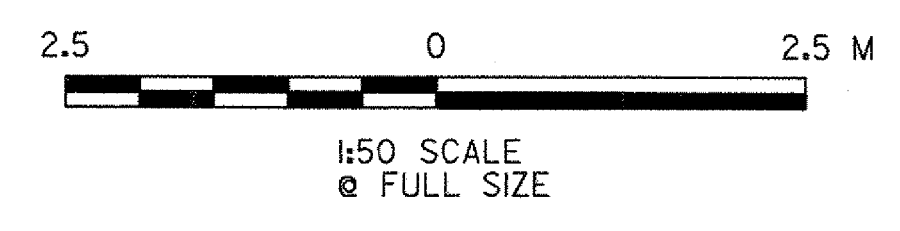
1. THE CONTRACTOR SHALL PERFORM SUBSURFACE EXPOLARTION AS NECESSARY FOR THE DESIGN OF THE PRECAST CONCRETE GRAVITY RETAINING WALL.
2. THE PRECAST CONCRETE GRAVITY RETAINING WALLS SHALL BE DESIGNED FOR A FACTOR OF SAFETY OF: 1.5 FOR WALL SLIDING RESISTANCE. 2.0 FOR WALL OVERTURNING. 2.0 FOR WALL BEARING CAPACITY.
3. AFTER THE WALL IS ERECTED AND THE RAILING IS IN PLACE, ALL EXPOSED PRECAST CONCRETE BLOCK WALL SURFACES AND ALL EXPOSED CAST-IN-PLACE CONCRETE CURBS (BEHIND THE SIDEWALK AND ALONG THE DRIVEWAY) SHALL BE TREATED WITH WATER REPELLENT, SILANE.
4. THE CONTRACTOR SHALL COORDINATE THE METAL HAND RAILING POSTS' LOCATIONS WITH THE PRECAST CONCRETE BLOCK WALL JOINT LOCATIONS AS SHOWN ON THE TYPICAL METAL HAND RAIL DETAILS.
5. ALL RAILS, POSTS AND SPANDRELS SHALL BE ASTM A53, TYPE E GRADE B. ALL RAILS, POSTS AND SPANDRELS SHALL BE PAINTED BLACK WITH A THREE PART SYSTEM (PRIMER, INTERMEDIATE AND TOP COAT) AS SPECIFIED IN SECTION 513. THE BLACK COLOR SHALL BE APPROVED BY VTRANS. COST OF PAINTING THE METAL HAND RAIL SHALL BE INCIDENTAL TO ITEM 525.15.
6. THE PRECAST CONCRETE GRAVITY RETAINING WALL SHALL BE ABLE TO RESIST A 0.9 KN HORIZONTAL LOAD PLACED AT THE TOP OF THE RAIL POST.



TYPICAL RETAINING WALL DETAIL AT SIDEWALK



TYPICAL RETAINING WALL DETAIL AT DRIVEWAYS



NOTE: SEE BWD-03 FOR METAL HAND RAIL DETAILS.

VERMONT AGENCY OF TRANSPORTATION



PROJECT NAME: BENNINGTON
 PROJECT NUMBER: AC NH 019-1(51)
 FILE NAME: ...\\plot files\zd307cbwd.pptf PLOT DATE: 2/2/2009
 DESIGN SUPERVISOR: GREG EDWARDS DRAWN BY: STANTEC
 DESIGNED BY: SCOTT BURBANK CHECKED BY: MIKE CHENETTE
BLOCK WALL DETAIL BWD-02 SHEET 177 OF 367

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