

616.28 CAST-IN-PLACE CONCRETE CURB, TYPE B

VT. ROUTE 67A:
STA. 3+491.5 - STA. 3+560.0 LT (77.3 m)

618.10 PORTLAND CEMENT CONCRETE SIDEWALK, 125 mm

VT. ROUTE 67A:
STA. 3+434.340 - STA. 3+471.6 LT (65.9 m²)
STA. 3+490.9 - STA. 3+560.0 LT (95.3 m²)

618.30 DETECTABLE WARNING SURFACE

VT. ROUTE 67A:
STA. 3+469.3 LT (3.4 m²)
STA. 3+491.2 LT (0.9 m²)

CONSTRUCT DRIVEWAY

VT. ROUTE 67A:
STA. 3+489.519 RT

HILLSIDE STREET:
STA. HI+044.048 RT
STA. HI+060.000 LT
STA. HI+063.738 RT

604.412 REHABILITATION OF DI, CB OR MH CLASS I

VT. ROUTE 67A:
STA. 3+555.4 RT

604.42 CHANGE ELEVATION OF SEWER MANHOLE

RIVER ROAD:
STA. RI+018.8 RT

616.47 BITUMINOUS CONCRETE GUTTERS & TRAFFIC ISLANDS

VT. ROUTE 67A:
STA. 3+555.6 - STA. 3+560.0 RT (0.3 t)

617.10 RELOCATE MAILBOX, SINGLE SUPPORT

RIVER ROAD:
STA. RI+023.3 LT

621.20 STEEL BEAM GUARDRAIL (GALVANIZED)

VT. ROUTE 67A: STA. 3+434.5 - STA. 3+449.58 RT
~~STA. 3+434.5 - STA. 3+464.9 RT (30.4 m)~~

~~621.505 MANUFACTURED TERMINAL SECTION (FLARED)~~

~~VT. ROUTE 67A:
STA. 3+464.9 - STA. 3+476.3 RT~~

621.505 MANUFACTURED TERMINAL SECTION (TANGENT)

VT. ROUTE 67A:
STA. 3+434.6 - STA. 3+449.8 LT
STA. 3+460 - STA. 3+475 RT
621.80 REMOVAL AND DISPOSAL OF GUARDRAIL

629.29 RELOCATE HYDRANT

VT. ROUTE 67A:
STA. 3+434.5 - STA. 3+438.0 RT (3.5 m) 2.6 m
STA. 3+434.6 - STA. 3+438.2 LT (3.6 m) 3.3 m
STA. 3+437 - STA. 3+475 RT (27.7 m)
RIVER ROAD:
STA. RI+018.6 LT TO STA. HI+012, 6.5m RT

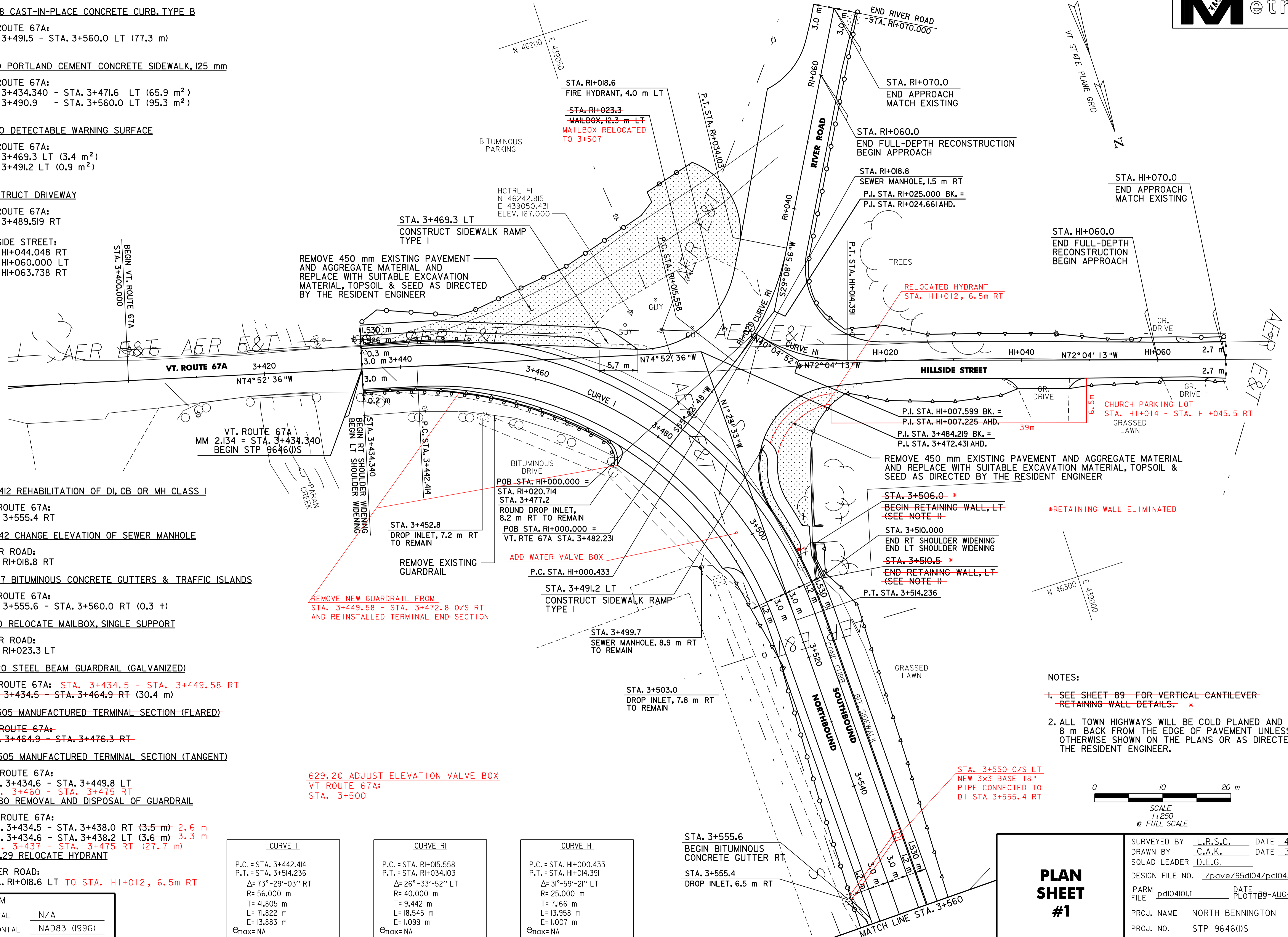
DATUM	
VERTICAL	N/A
HORIZONTAL	NAD83 (1996)

CURVE I	
P.C. = STA. 3+442.414	P.T. = STA. 3+514.236
$\Delta = 73^\circ - 29' - 03''$ RT	R = 56.000 m
T = 41.805 m	L = 71.822 m
E = 13.883 m	$\Theta_{max} = NA$

CURVE RI	
P.C. = STA. RI+015.558	P.T. = STA. RI+034.103
$\Delta = 26^\circ - 33' - 52''$ LT	R = 40.000 m
T = 9.442 m	L = 18.545 m
E = 1.099 m	$\Theta_{max} = NA$

CURVE HI	
P.C. = STA. HI+000.433	P.T. = STA. HI+014.391
$\Delta = 31^\circ - 59' - 21''$ LT	R = 25.000 m
T = 7.166 m	L = 13.958 m
E = 1.007 m	$\Theta_{max} = NA$

629.20 ADJUST ELEVATION VALVE BOX
VT ROUTE 67A:
STA. 3+500

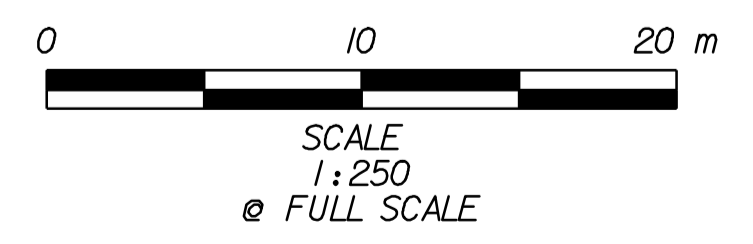


- ~~STA. 3+506.0 *~~
- ~~BEGIN RETAINING WALL, LT~~
- ~~(SEE NOTE I)~~
- STA. 3+510.000
- END RT SHOULDER WIDENING
- END LT SHOULDER WIDENING
- ~~STA. 3+510.5 *~~
- ~~END RETAINING WALL, LT~~
- ~~(SEE NOTE I)~~

*RETAINING WALL ELIMINATED

NOTES:

1. SEE SHEET 89 FOR VERTICAL CANTILEVER RETAINING WALL DETAILS. *
2. ALL TOWN HIGHWAYS WILL BE COLD PLANED AND PAVED 8 m BACK FROM THE EDGE OF PAVEMENT UNLESS OTHERWISE SHOWN ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.



PLAN SHEET #1

SURVEYED BY	L.R.S.C.	DATE	4/03
DRAWN BY	C.A.K.	DATE	3/06
SQUAD LEADER	D.E.G.		
DESIGN FILE NO.	/pave/95d104/pd104.dgn		
IPARM FILE	pd104101.i	DATE PLOTTED	20-AUG-2010 12:
PROJ. NAME	NORTH BENNINGTON		
PROJ. NO.	STP 9646(IIS)		
SHEET	33 OF 151	SHEETS	