

- 621.20 STEEL BEAM GUARDRAIL
STA. A10+059.0 - STA. A10+127.4 RT (68.4 m)
STA. C10+064.7 - STA. C10+140.0 RT (75.3 m)
- 621.505 MANUFACTURED TERMINAL SECTION (FLARED)
STA. A10+059.0 RT
- 616.4 REMOVAL OF EXISTING CURB
STA. AB10+110.0 - STA. A10+030.0 RT (366.5 m)
- 616.20 GRANITE SLOPE EDGING
STA. AB10+110.0 - STA. AB10+196.6 LT (86.6 m)
STA. AB10+110.0 - STA. AB10+196.6 RT (86.6 m)

- 616.26 PRECAST REINFORCED CONCRETE CURB, TYPE B OR
616.28 CAST-IN-PLACE CEMENT CONCRETE CURB, TYPE B
STA. AB10+110.0 - STA. AB10+126.3 RT (16.9 m)
- 621.72 GUARDRAIL APPROACH SECTION, NETC 2 RAIL (MOD.)
STA. A10+127.4 - STA. A10+135.0 RT
STA. C10+057.1 - STA. C10+064.7 RT

- 620.12 CHAIN-LINK FENCE, 1.8 m
STA. 16+960.000 - STA. 16+978.085 RT (19.5 m)
STA. 16+960.000 - STA. 16+963.100 LT (21.6 m)
STA. 16+963.100 - STA. 16+978.085 LT (28.1m)
STA. C10+000.000 - STA. C10+034.100 RT (33.1m)
STA. C10+034.100 - STA. C10+140.000 RT (41.0 m)
STA. AB10+110.000 - STA. AB10+171.900 RT (138.1m)
STA. AB10+171.900 - STA. AB10+196.564 RT (70.6 m)
STA. A10+000.000 - STA. A10+011.000 RT (12.3 m)

- 620.21 BRACING ASSEMBLY FOR CHAIN-LINK FENCE, 1.8 m
STA. 16+963.100 LT (1EA)
STA. C10+034.100 RT (1EA)
STA. C10+032.200 RT (1EA)
STA. AB10+171.900 RT (1EA)
STA. A10+011.000 RT (1EA)

- 620.55 REMOVAL OF EXISTING FENCE
STA. 16+960.000 - STA. 16+978.091 RT (69.8 m)
STA. C10+000.000 - STA. C10+140.000 RT (61.1m)
STA. AB10+110.000 - STA. AB10+162.200 RT (100.4 m)
- 616.35 TREATED TIMBER CURB
STA. A10+053.1 - STA. A10+143.0 RT (89.9 m)
STA. C10+055.0 - STA. C10+140.0 RT (85.0 m)

CURVE X-1

P.C.= STA. X10+236.136
P.T.= STA. X10+320.871

$\Delta = 06^\circ 56' 08.5''$ LT
R= 700.000 m
T= 42.420 m
L= 84.735 m
E= 1.284 m

$\epsilon_{max} = 0.063$ DN, LT

CURVE A-1

P.C.= STA. A10+050.080
P.C.C.= STA. A10+154.799

$\Delta = 68^\circ 10' 52.3''$ RT
R= 88.000 m
T= 59.559 m
L= 104.719 m
E= 18.261 m

$\epsilon_{max} = 0.036$ DN, RT

3.07 CURVE Y-1

P.C.= STA. Y10+066.173
P.T.= STA. Y10+163.001

$\Delta = 06^\circ 56' 05.3''$ LT
R= 800.000 m
T= 48.473 m
L= 96.828 m
E= 1.467 m

$\epsilon_{max} = 0.057$ DN, LT

CURVE Z-1

P.C.= STA. Z10+035.612
P.C.C.= STA. Z10+181.281

$\Delta = 104^\circ 19' 38.9''$ LT
R= 80.000 m
T= 103.001 m
L= 145.669 m
E= 50.419 m

$\epsilon_{max} = N/A$

CURVE Z-2

P.C.C.= STA. Z10+181.281
P.T.= STA. Z10+240.000

$\Delta = 37^\circ 27' 52.3''$ LT
R= 89.801 m
T= 30.452 m
L= 58.719 m
E= 5.023 m

$\epsilon_{max} = N/A$

CURVE B-1

P.C.= STA. B10+175.097
P.C.C.= STA. B10+230.345

$\Delta = 35^\circ 10' 19.8''$ RT
R= 90.000 m
T= 28.526 m
L= 55.248 m
E= 4.412 m

$\epsilon_{max} = 0.069$ DN, RT

CURVE A-2

P.C.C.= STA. A10+154.799
P.T.= STA. A10+184.529

$\Delta = 01^\circ 13' 11.5''$ RT
R= 1396.400 m
T= 14.866 m
L= 29.730 m
E= 0.079 m

$\epsilon_{max} = 0.036$ DN, RT

CURVE B-2

P.C.C.= STA. B10+230.345
P.T.= STA. B10+323.782

$\Delta = 82^\circ 21' 44.9''$ RT
R= 65.000 m
T= 56.866 m
L= 93.437 m
E= 21.364 m

$\epsilon_{max} = 0.077$ DN, RT

CURVE AB-2

P.C.= STA. AB10+117.909
P.T.= STA. AB10+196.564

$\Delta = 66^\circ 51' 48.6''$ LT
R= 67.400 m
T= 44.496 m
L= 78.655 m
E= 13.363 m

$\epsilon_{max} = 0.077$ DN, LT

CURVE C-1

P.C.= STA. C10+032.651
P.T.= STA. C10+147.902

$\Delta = 47^\circ 10' 04.4''$ RT
R= 140.000 m
T= 61.117 m
L= 115.251 m
E= 12.759 m

$\epsilon_{max} = 0.056$ DN, RT

CURVE W.B. 8

P.C.= STA. 16+744.201
P.T.= STA. 16+978.091

$\Delta = 09^\circ 34' 19.5''$ LT
R= 1400.000 m
T= 117.218 m
L= 233.890 m
E= 4.899 m

$\epsilon_{max} = 0.036$ DN, LT

CURVE D-1

P.C.= STA. D10+000.000
P.C.C.= STA. D10+105.074

$\Delta = 92^\circ 37' 11.1''$ RT
R= 65.000 m
T= 68.042 m
L= 105.074 m
E= 29.100 m

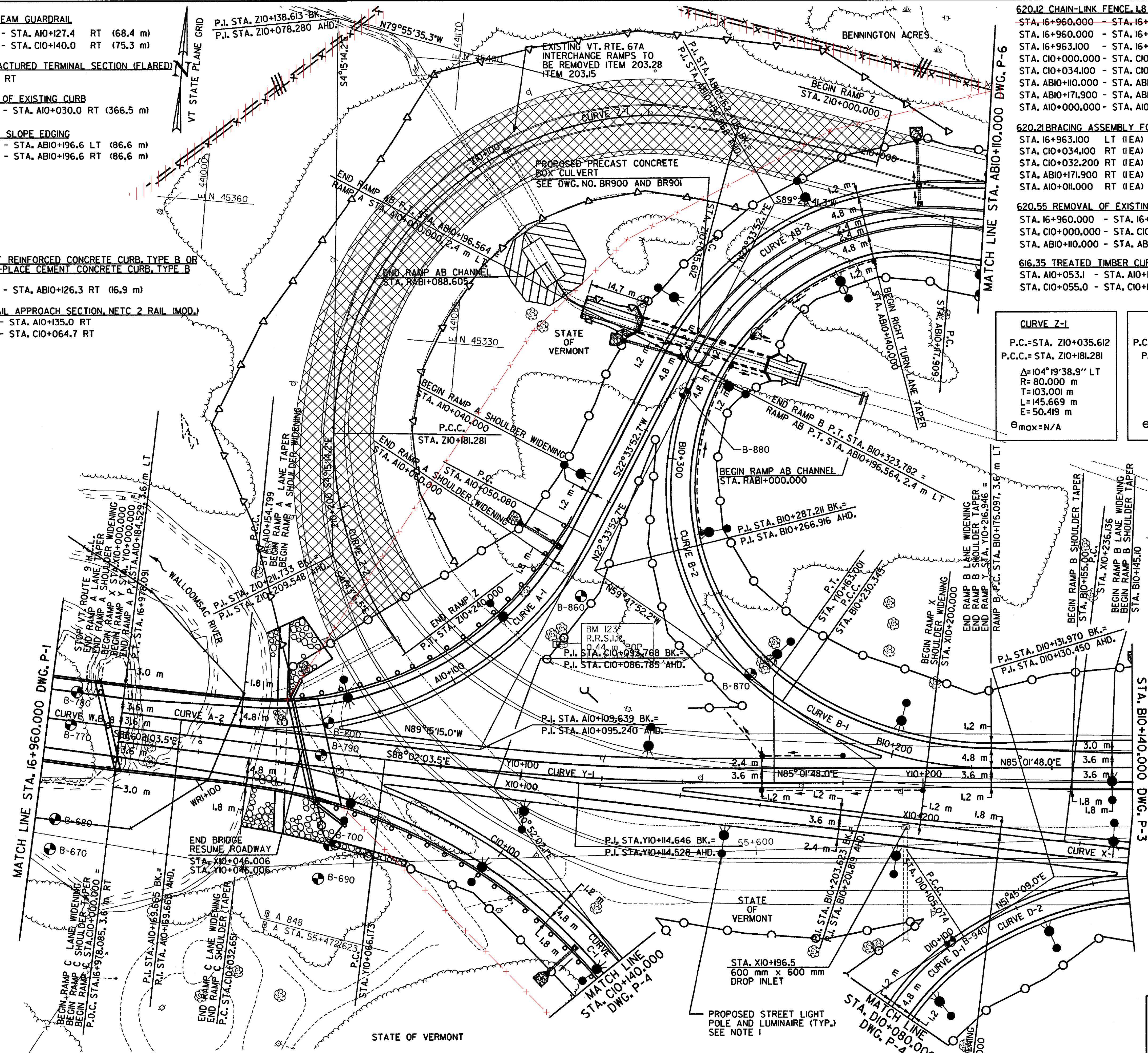
$\epsilon_{max} = 0.077$ DN, RT

CURVE D-2

P.C.C.= STA. D10+105.074
P.T.= STA. D10+157.346

$\Delta = 33^\circ 16' 39.0''$ RT
R= 90.000 m
T= 26.896 m
L= 52.272 m
E= 3.933 m

$\epsilon_{max} = 0.069$ DN, RT



DATUM

VERTICAL	NAVD 88
HORIZONTAL	NAD 83 (1992)

NOTE:
1. SEE DWG. NO. SLP-1 TO SLP-3 FOR PROPOSED STREET LIGHTING PLANS.



PLAN

SURVEYED BY C.H.A. & V.S.E. DATE 12/93
DESIGNED BY D.E.G. DATE 9/00
DRAWN BY J.S.L. DATE 9/00
CHECKED BY T.P.K. DATE 9/00

DESIGN FILE NO. 5116/vaot/vtp22.dgn
PROJ. NAME BENNINGTON - HOOSICK
D.P.I. 0146(1) C/4
PROJ. NO. P.I.N. 1306.60
DWG NO. P-2 SHEET 80 OF 385

FILE NAME = u:\5116\vaot\contract\vaot22.dgn
DATE/TIME = 08 SEP 2000
USER = 1459