

CURVE CD-1
 P.C. = STA. CD10+041.786
 P.T. = STA. CD10+097.161
 $\Delta = 36^\circ 18' 05.7''$ RT
 R = 87,400 m
 T = 28,653 m
 L = 55,375 m
 E = 4,577 m
 $e_{max} = 0.020$ DN, RT

CURVE 67A-1
 P.C. = STA. 60+663.832
 P.T. = STA. 60+870.830
 $\Delta = 27^\circ 09' 52.9''$ RT
 R = 436,600 m
 T = 105,482 m
 L = 206,998 m
 E = 12,562 m
 $e_{max} = N/A$

604.42 CHANGING ELEVATION OF SEWER MANHOLE

STA. 60+708.3 RT
 STA. 60+816.7 LT

616.20 GRANITE SLOPE EDGING

STA. CD10+029.4 - STA. CD10+045.7 RT (51.8 m)
 STA. CD10+038.3 - STA. CD10+110.0 LT (71.7 m)
 STA. CD10+038.3 - STA. CD10+110.0 RT (71.7 m)
 STA. 60+675.0 - STA. 60+723.0 LT (48.0 m)
 STA. 60+723.0 - STA. 60+781.6 LT (58.6 m)

616.26 PRECAST REINFORCED CONCRETE CURB, TYPE B OR 616.28 CAST-IN-PLACE CEMENT CONCRETE CURB, TYPE B

STA. CD10+028.5 - STA. CD10+088.3 LT (83.1 m)
 STA. CD10+032.8 - STA. CD10+110.0 RT (79.8 m)
 STA. 60+714.2 - STA. 60+749.9 LT (36.6 m)
 STA. 60+832.3 - STA. 60+870.0 LT (39.1 m)

616.41 REMOVAL OF EXISTING CURB

STA. 60+675.0 - STA. 60+781.6 RT (110.5 m)
 STA. 60+714.2 - STA. 60+870.0 LT (160.0 m)

621.505 MANUFACTURED TERMINAL SECTION (FLARED)

STA. CD10+108.3 RT

629.20 ADJUST ELEVATION OF VALVE BOX

STA. 60+744.1 RT
 STA. 60+811.2 LT
 STA. 60+812.1 RT

620.12 CHAIN-LINK FENCE, 1.8 m

STA. CD10+060.400 - STA. CD10+088.300 LT (27.9 m)
 STA. CD10+078.400 - STA. CD10+081.600 LT (17.7 m)
 STA. CD10+078.400 - STA. CD10+092.100 LT (22.0 m)
 STA. CD10+092.100 - STA. CD10+096.900 LT (17.7 m)
 STA. 60+823.500 - STA. 60+824.700 LT (26.4 m)
 STA. 60+823.500 - STA. 60+853.300 LT (31.9 m)
 STA. 60+824.700 - STA. 60+829.100 LT (5.4 m)
 STA. 60+831.800 - STA. 60+840.500 LT (21.7 m)
 STA. 60+832.000 - STA. 60+840.500 LT (10.4 m)
 STA. 60+853.300 - STA. 60+870.000 LT (18.4 m)
 STA. CD10+090.800 - STA. CD10+110.000 LT (21.7 m)
 STA. CD10+040.200 - STA. CD10+057.500 LT (17.3 m)

620.16 GATE FOR CHAIN-LINK FENCE, 1.8 m

STA. CD10+057.500 - STA. CD10+060.400 LT (3.6 m)
 STA. CD10+088.300 - STA. CD10+090.800 LT (3.6 m)
 STA. 60+829.100 - STA. 60+832.000 LT (3.6 m)

620.21 BRACING ASSEMBLY FOR CHAIN-LINK FENCE, 1.8 m

STA. CD10+040.200 LT (1EA)
 STA. CD10+057.500 LT (1EA)
 STA. CD10+060.400 LT (1EA)
 STA. CD10+078.400 LT (1EA)
 STA. CD10+081.600 LT (1EA)
 STA. CD10+090.800 LT (1EA)
 STA. CD10+092.100 LT (1EA)
 STA. CD10+096.900 LT (1EA)
 STA. 60+823.500 LT (1EA)
 STA. 60+824.700 LT (1EA)
 STA. 60+826.900 LT (1EA)
 STA. 60+829.100 LT (1EA)
 STA. 60+831.800 LT (1EA)
 STA. 60+832.000 LT (1EA)
 STA. 60+840.500 LT (1EA)
 STA. 60+853.300 LT (1EA)

620.55 REMOVAL OF EXISTING FENCE

STA. CD10+034.100 - STA. CD10+110.000 LT (198.1 m) 92.8 m
 STA. 60+764.000 - STA. 60+870.000 LT (110.5 m)

STA. 60+860.0 - STA. 60+870.0
 VT. ROUTE 67A PAVEMENT WIDENING
 SEE DWG. NO. TS-II FOR DETAILS

VT. ROUTE 67A STA. 60+789.574 =
 RAMP CD STA. CD10+019.604

LIMIT OF COLD PLANING & PAVING
 BEGIN FULL-DEPTH RECONSTRUCTION
 STA. CD10+028.800

STA. 60+775.J
 600 mm x 600 mm
 DROP INLET, 1.6 m RT

STA. 60+675.0 - STA. 60+781.6 RT/LT
 VT. ROUTE 67A TURN LANE WIDENING
 SEE DWG. NO. TS-II FOR DETAILS

STA. 60+744.I
 WATER VALVE, 13.7 m RT

STA. 60+708.3
 600 mm DIA. ROUND
 SEWER MANHOLE, 6.5 m RT

STA. 60+701.5
 600 mm x 600 mm
 DROP INLET, RT

STA. 60+701.4
 600 mm x 600 mm
 DROP INLET, RT

STA. 60+655.7
 WATER VALVE, 13.2 m RT

STA. 60+605.3
 WATER VALVE, 9.1 m RT

STA. 60+591.0
 WATER VALVE, 14.5 m RT

STA. 60+565.4
 WATER VALVE, 19.8 m RT

STA. 60+597.7
 600 mm DIA. ROUND
 SEWER MANHOLE,
 1.9 m LT

STA. 60+774.9
 600 mm x 600 mm
 DROP INLET, LT

TOWN OF BENNINGTON
 STA. 60+701.3
 600 mm x 600 mm
 DROP INLET, LT

PROPOSED STRAIN POLE
 AND LUMINAIRE (TYP.)
 SEE NOTE 1
 P.I. STA. 60+769.314 BK =
 P.I. STA. 60+765.348 AHD.

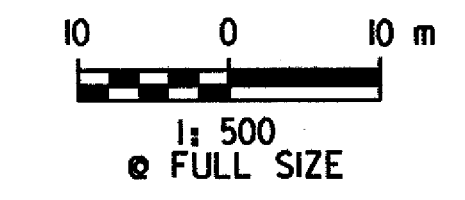
SEE CURB
 RADIIMPROVEMENT
 DETAIL SHEET
 SEE DWG. NO. MD-1

APPROXIMATE LOCATION OF THE
 PROPOSED CVPS DISTRIBUTION LINE

BEGIN RAMP CD SHOULDER WIDENING
 BEGIN RIGHT TURN LANE TAPER
 END RIGHT TURN LANE
 STA. CD10+100.000

SEE CURB RADIIMPROVEMENT
 DETAIL SHEET SEE DWG. NO. MD-1
 PROPOSED STREET LIGHT
 POLE AND LUMINAIRE (TYP.)
 SEE NOTE 2

- NOTES:
- SEE DWG. NO. SD-1 TO SD-8 FOR PROPOSED TRAFFIC SIGNAL PLANS.
 - SEE DWG. NO. SLP-1 TO SLP-3 FOR PROPOSED STREET LIGHTING PLANS.
 - ALL COLD PLANED AREAS SHALL BE PAVED WITH A LEVELING COURSE FOR THE TRAVELING PUBLIC.
 - THE CONTRACTOR SHALL REMOVE ALL TREES AND CUT ALL STUMPS FLUSH TO THE GROUND WITHIN 5 m OF THE EARTHWORK LIMITS IN THIS VICINITY. THIS WILL FACILITATE MAINTENANCE VEHICLE ACCESS TO THE UTILITY LINES THAT ARE NOT IMMEDIATELY ADJACENT TO THE PROPOSED CONSTRUCTION.



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/VTP25.DGN		
PROJ. NAME	BENNINGTON - HOOSICK		
	D.P.I. 0146(I) C/4		
PROJ. NO.	P.I.N. 1306.60		
DWG. NO. P-5	SHEET 83 OF 385		

DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83 (1992)

LIMITS OF CLEARING FOR
 MAINTENANCE VEHICLE ACCESS
 SEE NOTE 4

FILE NAME = u:\5116\vaot\contract4\tp25.dgn
 DATE/TIME = 08 SEP 2000
 USER = 1459