



REVISIONS:  
7/29/98  
REVISED ISEC. NOTES

VERMONT  
AGENCY OF TRANSPORTATION  
HIGHWAY  
MAINTENANCE  
STORAGE  
FACILITY

VT RTE. 100 LIDDLOW, VT  
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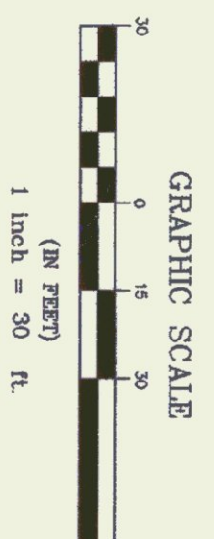
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REGULATORY APPROVAL STAMP

# GRADING PLAN

SCALE: AS SHOWN  
DATE: 06/25/98  
DESIGN BY: BJE  
DRAWN BY: JBT  
SHEET NO: G-1  
PROJECT NO: 9411



- LEGEND**
- APPROX. LOCATION OF PROPERTY LINE
  - - - - - EXISTING CONTOUR
  - - - - - EXISTING 10' CONTOUR
  - - - - - PROPOSED 10' CONTOUR
  - - - - - PROPOSED FINISHED SPOT GRADE
  - x FG1068.0 APPROXIMATE LOCATION OF EXISTING TREE LINE
  - PROPOSED TREE LINE
  - EXISTING STONE WALL
  - EXISTING OVERHEAD UTILITY LINES
  - PROPOSED OVERHEAD UTILITY LINES
  - PROPOSED BURIED UTILITY LINES
  - EXISTING UTILITY POLE
  - EXISTING DRILLED WELL
  - TEST PIT
  - EXISTING BUILDING FOUNDATION

REMOVE EXISTING CULVERT & REGRADE CULVERT UNDER THE NEW ACCESS DRIVE.

PLACE 2" OF TOPSOIL OVER EXISTING DRIVE, SEED & MULCH.

REMOVE EXISTING CULVERT & REGRADE CULVERT UNDER THE NEW ACCESS DRIVE.

VERMONT ROUTE 100

0.2 MI. TO ROUTE 103 TO LUDLOW

ALL SPOURWAYS PROJECTS TO BE STONE LINED WITH 3/4" - 1 1/2" CRUSHED STONE AND AS NOTED WHERE CULVERT DISCHARGES AT STA. 1+34 SEE X-SECTION DETAIL ON SHEET G-11

ABANDON WELL IN ACCORDANCE WITH THE VERMONT WATER SUPPLY RULES. THE WELL CASING SHALL BE REMOVED A MINIMUM OF 12" BELOW COMPACTED SUBGRADE

ALL EMBANKMENTS ON SITE SHALL HAVE 2" OF TOPSOIL, SEEDS AND MULCHED

EXISTING OVERHEAD UTILITIES TO BE RELOCATED BY GENERAL CONTRACTOR TO COORDINATE WITH LUDLOW ELECTRIC LIGHT

APPROXIMATE LOCATION OF TEMPORARY DIESEL STORAGE

APPROXIMATE LOCATION OF STOCKPILE EXCESS CUTTING OR SELECTED MATERIAL TO BE STORED FOR OWNER

PROPOSED 5 BAY GARAGE SLAB ELEV. = 1067.5

PROPOSED BILT & SAND SHED "A" SLAB ELEV. = 1068.0

PROPOSED BILT & SAND SHED "B" SLAB ELEV. = 1068.0

PROPOSED BILT & SAND SHED "C" SLAB ELEV. = 1068.0

PROPOSED DIESEL STORAGE TANK

PROPOSED WATER LINE - SEE SHEET WS-1

PROPOSED SEWER LINE - SEE SHEET WS-1

PROPOSED 50' OF 18" CAP

PROPOSED 50' OF 15" CAP

PROPOSED 50' OF 18" CAP

PROPOSED 50' OF 18" CAP

PROPOSED 50' OF 18" CAP

PROPOSED 50' OF 18" CAP

PROPOSED 50' OF 18" CAP

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