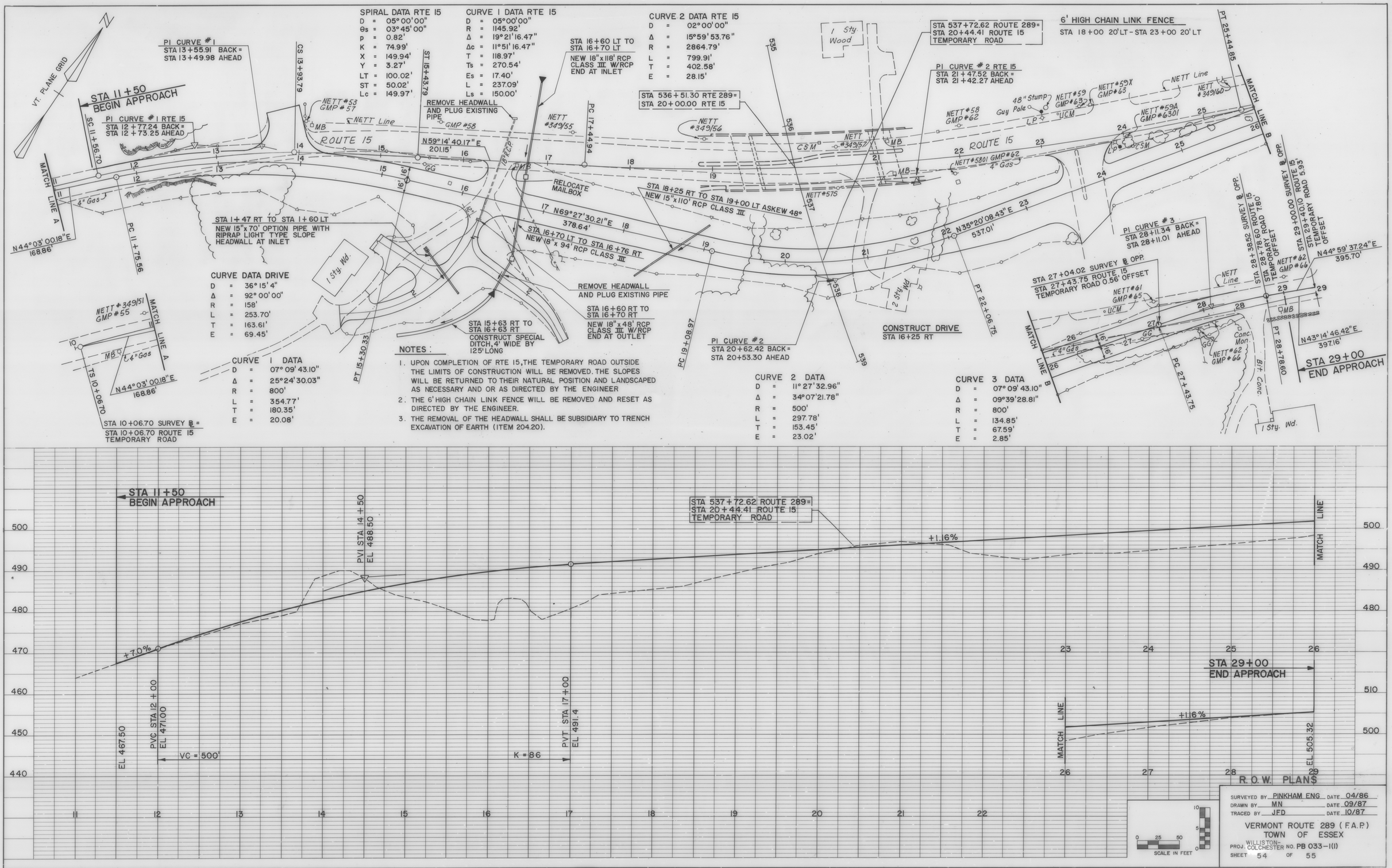
VT. PLANE GRID
STA 11+50
BEGIN APPROACH
PI CURVE #1
STA 13+55.91 BACK =
STA 13+49.98 AHEAD
PI CURVE #1 RTE 15
STA 12+77.24 BACK =
STA 12+73.25 AHEAD
SC 11+56.70
CS 13+93.79
ST 15+43.79
PC 17+44.94
PC 11+75.56
PT 15+30.33
PC 19+08.97
PT 22+06.75
PC 27+43.75
PT 28+78.60
MATCH LINE A
MATCH LINE B
ROUTE 15
NETT Line
N44°03'00.18"E
168.86'
N59°14'40.17"E
201.15'
N69°27'30.21"E
378.64'
N35°20'08.43"E
537.01'
N44°59'37.24"E
395.70'
N43°14'46.42"E
397.16'
REMOVE HEADWALL
AND PLUG EXISTING
PIPE
RELOCATE
MAILBOX
STA 1+47 RT TO STA 1+60 LT
NEW 15"x70' OPTION PIPE WITH
RIPRAP LIGHT TYPE SLOPE
HEADWALL AT INLET
STA 16+60 LT TO
STA 16+70 LT
NEW 18"x118' RCP
CLASS III W/RCP
END AT INLET
STA 18+25 RT TO STA 19+00 LT ASKEW 48°
NEW 15"x110' RCP CLASS III
STA 16+70 LT TO STA 16+76 RT
NEW 18"x 94' RCP CLASS III
REMOVE HEADWALL
AND PLUG EXISTING PIPE
STA 16+60 RT TO
STA 16+70 RT
NEW 18"x 48' RCP
CLASS III W/RCP
END AT OUTLET
STA 15+63 RT TO
STA 16+63 RT
CONSTRUCT SPECIAL
DITCH, 4' WIDE BY
125' LONG
STA 536+51.30 RTE 289=
STA 20+00.00 RTE 15
STA 537+72.62 ROUTE 289=
STA 20+44.41 ROUTE 15
TEMPORARY ROAD
PI CURVE #2 RTE 15
STA 21+47.52 BACK =
STA 21+42.27 AHEAD
6' HIGH CHAIN LINK FENCE
STA 18+00 20'LT - STA 23+00 20'LT
PI CURVE #2
STA 20+62.42 BACK =
STA 20+53.30 AHEAD
CONSTRUCT DRIVE
STA 16+25 RT
PI CURVE #3
STA 28+11.34 BACK =
STA 28+11.01 AHEAD
STA 27+04.02 SURVEY ℄ OPP.
STA 27+43.75 ROUTE 15
TEMPORARY ROAD 0.56' OFFSET
STA 28+38.62 SURVEY ℄ OPP.
STA 28+78.60 ROUTE 15
TEMPORARY ROAD 7.80'
OFFSET
STA 29+00.00 SURVEY ℄ OPP.
STA 29+40.10 ROUTE 15
TEMPORARY ROAD 5.93'
OFFSET
STA 29+00
END APPROACH
STA 10+06.70 SURVEY ℄ =
STA 10+06.70 ROUTE 15
TEMPORARY ROAD
1 Sty. Wd.
2 Sty. Wd.
Bit. Conc.
Conc. Mon.
48" Stump
Guy Pole
4" Gas
UCM
CSM
MB
GG
LP
NETT #53
GMP #57
NETT #58
GMP #62
NETT #59
GMP #63
NETT #59X
GMP #63
NETT #59A
GMP #6301
NETT #349/60
NETT #349/55
NETT #349/56
NETT #349/57
NETT #575
NETT #5801 GMP #62
NETT #61
GMP #65
NETT #62
GMP #66
NETT #349/51
GMP #55
CURVE DATA DRIVE
D = 36° 15' 4"
Δ = 92° 00' 00"
R = 158'
L = 253.70'
T = 163.61'
E = 69.45'
CURVE 1 DATA
D = 07° 09' 43.10"
Δ = 25° 24' 30.03"
R = 800'
L = 354.77'
T = 180.35'
E = 20.08'
CURVE 2 DATA
D = 11° 27' 32.96"
Δ = 34° 07' 21.78"
R = 500'
L = 297.78'
T = 153.45'
E = 23.02'
CURVE 3 DATA
D = 07° 09' 43.10"
Δ = 09° 39' 28.81"
R = 800'
L = 134.85'
T = 67.59'
E = 2.85'
SPIRAL DATA RTE 15
D = 05° 00' 00"
θs = 03° 45' 00"
p = 0.82'
K = 74.99'
X = 149.94'
Y = 3.27'
LT = 100.02'
ST = 50.02'
Lc = 149.97'
CURVE 1 DATA RTE 15
D = 05° 00' 00"
R = 1145.92'
Δ = 19° 21' 16.47"
Δc = 11° 51' 16.47"
T = 118.97'
Ts = 270.54'
Es = 17.40'
L = 237.09'
Ls = 150.00'
CURVE 2 DATA RTE 15
D = 02° 00' 00"
Δ = 15° 59' 53.76"
R = 2864.79'
L = 799.91'
T = 402.58'
E = 28.15'
PLAN
NOTE BOOK
No.
SURVEYED
PLOTTED
TEMPLATE
AREAS
IM CHECKED
PT. OF WAY CHECKED
BY
DATE
NOTES :
1. UPON COMPLETION OF RTE 15, THE TEMPORARY ROAD OUTSIDE THE LIMITS OF CONSTRUCTION WILL BE REMOVED. THE SLOPES WILL BE RETURNED TO THEIR NATURAL POSITION AND LANDSCAPED AS NECESSARY AND OR AS DIRECTED BY THE ENGINEER
2. THE 6' HIGH CHAIN LINK FENCE WILL BE REMOVED AND RESET AS DIRECTED BY THE ENGINEER.
3. THE REMOVAL OF THE HEADWALL SHALL BE SUBSIDIARY TO TRENCH EXCAVATION OF EARTH (ITEM 204.20).
PROFILE
NOTE BOOK
No.
SURVEYED
PLOTTED
TEMPLATE
AREAS
IM CHECKED
B.M. NOTED
STRUCTURE NOTATIONS CHECKED
STA 11+50
BEGIN APPROACH
PVI STA 14+50
EL 488.50
STA 537+72.62 ROUTE 289=
STA 20+44.41 ROUTE 15
TEMPORARY ROAD
+1.16%
+7.0%
EL 467.50
PVC STA 12+00
EL 471.00
VC = 500'
K = 86
PVT STA 17+00
EL 491.4
MATCH LINE
STA 29+00
END APPROACH
EL 505.32
R. O. W. PLANS
SURVEYED BY PINKHAM ENG DATE 04/86
DRAWN BY MN DATE 09/87
TRACED BY JFD DATE 10/87
VERMONT ROUTE 289 (F.A.P.)
TOWN OF ESSEX
WILLISTON-
PROJ. COLCHESTER NO. PB 033-1(1)
SHEET 54 OF 55
SCALE IN FEET
Keuffel & Esser Company
48 7024 Made in U.S.A.
ROUTE 15 TEMPORARY ROAD