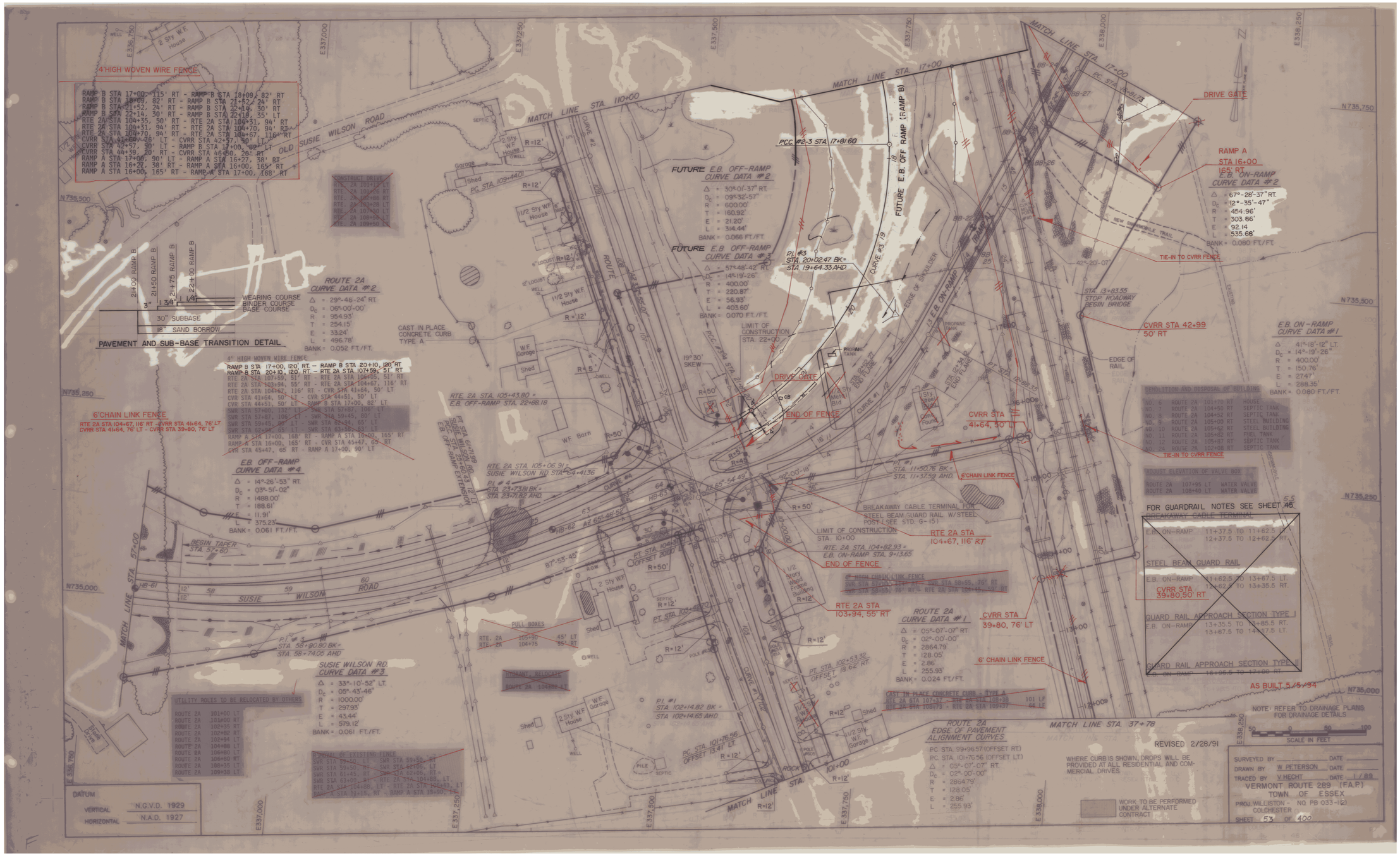
4' HIGH WOVEN WIRE FENCE
RAMP B STA 17+00, 115' RT - RAMP B STA 19+09, 82' RT
RAMP B STA 19+09, 82' RT - RAMP B STA 21+52, 24' RT
RAMP B STA 21+52, 24' RT - RAMP B STA 22+14, 30' RT
RAMP B STA 22+14, 30' RT - RAMP B STA 22+19, 35' LT
RTE 2A STA 104+55, 50' RT - RTE 2A STA 104+31, 94' RT
RTE 2A STA 104+31, 94' RT - RTE 2A STA 104+70, 94' RT
RTE 2A STA 104+70, 94' RT - RTE 2A STA 104+67, 116' RT
CVRR STA 41+64, 76' LT - CVRR STA 42+57, 50' LT
CVRR STA 42+57, 50' LT - RAMP B STA 17+00, 82' LT
CVRR STA 44+39, 20' RT - CVRR STA 46+50, 20' RT
RAMP A STA 17+00, 90' LT - RAMP A STA 16+27, 38' RT
RAMP A STA 16+27, 38' RT - RAMP A STA 16+00, 165' RT
RAMP A STA 16+00, 165' RT - RAMP A STA 17+00, 168' RT
OLD SUSIE WILSON ROAD
MATCH LINE STA 110+00
MATCH LINE STA 17+00
MATCH LINE STA 57+00
MATCH LINE STA 37+78
2 Sty W.F. House
1 1/2 Sty W.F. House
Garage
Shed
W.F. Garage
W.F. Barn
Metal Bldg
Concrete Foundation
SEPTIC
WELL
CONSTRUCT DRIVE
RTE. 2A 101+71 LT
RTE. 2A 101+95 RT
RTE. 2A 102+68 RT
RTE. 2A 103+28 LT
RTE. 2A 107+30 LT
RTE. 2A 108+40 LT
RTE. 2A 109+50 LT
PC STA 109+44.01
R=12'
R=45'
R=50'
ROUTE 2A
CURVE DATA #2
Δ = 29°-46-24" RT.
Dc = 06°-00'-00"
R = 954.93'
T = 254.15'
E = 33.24'
L = 496.78'
BANK = 0.052 FT./FT.
2+09 RAMP B
2+50 RAMP B
2+75 RAMP B
2+00 RAMP B
3"
1 3/4"
1 1/4"
WEARING COURSE
BINDER COURSE
BASE COURSE
30" SUBBASE
18" SAND BORROW
PAVEMENT AND SUB-BASE TRANSITION DETAIL
CAST IN PLACE CONCRETE CURB TYPE A
4' HIGH WOVEN WIRE FENCE
RAMP B STA 17+00, 120' RT. - RAMP B STA 20+10, 120' RT
RAMP B STA 20+10, 120' RT. - RTE 2A STA 107+59, 51' RT
RTE 2A STA 107+59, 51' RT - RTE 2A STA 104+67, 116' RT
RTE 2A STA 103+94, 55' RT - RTE 2A STA 104+67, 116' RT
RTE 2A STA 104+67, 116' RT - CVRR STA 41+64, 50' LT
CVRR STA 41+64, 50' LT - CVR STA 44+51, 50' LT
CVR STA 44+51, 50' LT - RAMP B STA 17+00, 82' LT
SWR STA 57+00, 132' LT - SWR STA 57+87, 108' LT
SWR STA 57+87, 106' LT - SWR STA 59+45, 80' LT
SWR STA 59+45, 80' LT - SWR STA 62+94, 65' LT
SWR STA 62+94, 65' LT - SWR STA 63+00, 53' LT
RAMP A STA 17+00, 168' RT - RAMP A STA 16+00, 165' RT
RAMP A STA 16+00, 165' RT - CVR STA 45+47, 65' RT
CVR STA 45+47, 65' RT - RAMP A 17+00, 90' LT
6'CHAIN LINK FENCE
RTE 2A STA 104+67, 116' RT - CVRR STA 41+64, 76' LT
CVRR STA 41+64, 76' LT - CVR STA 39+80, 76' LT
E.B. OFF-RAMP
CURVE DATA #4
Δ = 14°-26'-53" RT.
Dc = 03°-51'-02"
R = 1488.00'
T = 188.61'
E = 11.91'
L = 375.23'
BANK = 0.061 FT./FT.
BEGIN TAPER STA. 57+60
SUSIE WILSON ROAD
P.I. #3 STA. 58+90.80 BK= STA. 58+74.05 AHD
SUSIE WILSON RD. CURVE DATA #3
Δ = 33°-10'-52" LT.
Dc = 05°-43'-46"
R = 1000.00'
T = 297.93'
E = 43.44'
L = 579.12'
BANK = 0.061 FT./FT.
UTILITY POLES TO BE RELOCATED BY OTHERS
ROUTE 2A 101+00 LT
ROUTE 2A 101+00 RT
ROUTE 2A 102+35 RT
ROUTE 2A 102+82 RT
ROUTE 2A 102+94 LT
ROUTE 2A 104+88 LT
ROUTE 2A 106+80 LT
ROUTE 2A 106+80 RT
ROUTE 2A 108+35 LT
ROUTE 2A 109+38 LT
REMOVAL OF EXISTING FENCE
SWR STA 59+50, RT - SWR STA 59+50, LT
SWR STA 59+50, LT - SWR STA 62+06, LT
SWR STA 61+45, RT - SWR STA 62+06, RT
SWR STA 63+00, RT - RTE 2A STA 104+88, LT
RTE 2A STA 104+88, LT - RTE 2A STA 102+83, LT
RAMP A STA 17+00, 115' RT - RAMP A STA 16+27, 38' RT
DATUM
VERTICAL N.G.V.D. 1929
HORIZONTAL N.A.D. 1927
RTE. 2A STA. 105+06.91 = SUSIE WILSON RD STA. 64+41.36
P.I. #4 STA. 23+73.81 BK = STA. 23+71.82 AHD.
E.B. OFF-RAMP CURVE DATA #1
Δ = 41°-18'-12" LT.
Dc = 14°-19'-26"
R = 400.00'
T = 150.76'
E = 27.47'
L = 288.35'
BANK = 0.080 FT./FT.
FUTURE E.B. OFF-RAMP CURVE DATA #2
Δ = 30°-01'-37" RT.
Dc = 09°-32'-57"
R = 600.00'
T = 160.92'
E = 21.20'
L = 314.44'
BANK = 0.066 FT./FT.
FUTURE E.B. OFF-RAMP CURVE DATA #3
Δ = 57°-48'-42" RT.
Dc = 14°-19'-26"
R = 400.00'
T = 220.87'
E = 56.93'
L = 403.60'
BANK = 0.070 FT./FT.
PC STA 109+44.01
PC STA 2+09.82 BK = STA 102+14.65 AHD
PC STA 101+76.56 OFFSET 13.41' LT.
PC STA 102+53.32 OFFSET 18.62' RT.
PC STA 99+96.57 (OFFSET RT)
PC STA 101+76.56 (OFFSET LT)
ROUTE 2A EDGE OF PAVEMENT ALIGNMENT CURVES
Δ = 05°-07'-07" RT.
Dc = 02°-00'-00"
R = 2864.79'
T = 128.05'
E = 2.86'
L = 255.93'
ROUTE 2A CURVE DATA #1
Δ = 05°-07'-07" RT.
Dc = 02°-00'-00"
R = 2864.79'
T = 128.05'
E = 2.86'
L = 255.93'
BANK = 0.024 FT./FT.
CAST IN PLACE CONCRETE CURB - TYPE A
RTE 2A STA 107+37 - RTE 2A STA 108+38 101 LF
RTE 2A STA 105+73 - RTE 2A STA 109+37 64 LF
PC STA 99+96.57 (OFFSET RT)
PC STA 101+76.56 (OFFSET LT)
Δ = 05°-07'-07" RT.
Dc = 02°-00'-00"
R = 2864.79'
T = 128.05'
E = 2.86'
L = 255.93'
WHERE CURB IS SHOWN, DROPS WILL BE PROVIDED AT ALL RESIDENTIAL AND COMMERCIAL DRIVES.
WORK TO BE PERFORMED UNDER ALTERNATE CONTRACT
PULL BOXES
RTE. 2A 105+90 45' LT
RTE. 2A 104+75 35' RT
HYDRANT, RELOCATE
ROUTE 2A 104+82 LT
PC STA 105+43.80 = E.B. OFF-RAMP STA. 22+88.18
PT STA 104+43.70
PT STA 105+44.20
PT STA 102+53.32 OFFSET 18.62' RT.
PC STA 2+09.82 BK = STA 102+14.65 AHD
PC STA 101+76.56 OFFSET 13.41' LT.
PC #2-3 STA. 17+81.60
PI #3 STA. 20+02.47 BK = STA. 19+64.33 AHD
PI #1 STA. 11+50.76 BK = STA. 11+37.59 AHD.
PI #4 STA. 23+73.81 BK = STA. 23+71.82 AHD.
P.I. #1 STA. 102+14.82 BK = STA. 102+14.65 AHD.
P.I. #3 STA. 58+90.80 BK = STA. 58+74.05 AHD
LIMIT OF CONSTRUCTION STA. 22+00
LIMIT OF CONSTRUCTION STA. 10+00
RTE. 2A STA. 104+82.93 = E.B. ON-RAMP STA. 9+13.65
END OF FENCE
RTE 2A STA 104+67, 116' RT
RTE 2A STA 103+94, 55' RT
CVRR STA 39+80, 76' LT
CVRR STA 41+64, 50' LT
CVRR STA 42+99 50' RT
STA 13+83.55 STOP ROADWAY BEGIN BRIDGE
DRIVE GATE
RAMP A STA 16+00 165' RT
E.B. ON-RAMP CURVE DATA #2
Δ = 67°-28'-37" RT.
Dc = 12°-35'-47"
R = 454.96'
T = 303.86'
E = 92.14
L = 535.68'
BANK = 0.080 FT./FT.
E.B. ON-RAMP CURVE DATA #1
Δ = 41°-18'-12" LT.
Dc = 14°-19'-26"
R = 400.00'
T = 150.76'
E = 27.47'
L = 288.35'
BANK = 0.080 FT./FT.
TIE-IN TO CVRR FENCE
EDGE OF SHOULDER
EDGE OF RAIL
NEW SNOWMOBILE TRAIL
42°-20'-07"
DEMOLITION AND DISPOSAL OF BUILDING
NO. 6 ROUTE 2A 101+70 RT HOUSE
NO. 7 ROUTE 2A 104+50 RT SEPTIC TANK
NO. 8 ROUTE 2A 104+52 RT SEPTIC TANK
NO. 9 ROUTE 2A 105+09 RT STEEL BUILDING
NO. 10 ROUTE 2A 105+62 RT STEEL BUILDING
NO. 11 ROUTE 2A 105+82 RT FUEL TANK
NO. 12 ROUTE 2A 105+87 RT SEPTIC TANK
NO. 24 ROUTE 2A 102+98 RT SEPTIC TANK
ADJUST ELEVATION OF VALVE BOX
ROUTE 2A 107+95 LT WATER VALVE
ROUTE 2A 108+40 LT WATER VALVE
FOR GUARDRAIL NOTES SEE SHEET 45
BREAKAWAY CABLE TERMINAL
E.B. ON-RAMP 11+37.5 TO 11+62.5 LT
12+37.5 TO 12+62.5 RT
STEEL BEAM GUARD RAIL
E.B. ON-RAMP 11+62.5 TO 13+67.5 LT.
12+62.5 TO 13+35.5 RT.
GUARD RAIL APPROACH SECTION TYPE I
E.B. ON-RAMP 13+35.5 TO 13+85.5 RT.
13+67.5 TO 14+17.5 LT.
GUARD RAIL APPROACH SECTION TYPE II
E.B. ON-RAMP 13+85.5 TO 13+90 RT.
BREAKAWAY CABLE TERMINAL FOR STEEL BEAM GUARD RAIL W/STEEL POST (SEE STD. G-15)
6' CHAIN LINK FENCE
AS BUILT 5/5/94
NOTE: REFER TO DRAINAGE PLANS FOR DRAINAGE DETAILS
SCALE IN FEET
REVISED 2/28/91
SURVEYED BY DATE
DRAWN BY W. PETERSON DATE
TRACED BY V. HECHT DATE 1/89
VERMONT ROUTE 289 (F.A.P.)
TOWN OF ESSEX
PROJ. WILLISTON - NQ PB 033-(12)
COLCHESTER
SHEET 53 OF 400
N735,750
N735,500
N735,250
N735,000
E335,750
E336,000
E336,250
E336,750
E337,000
E337,250
E337,500
E337,750
E338,000
E338,250