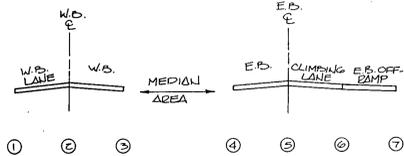
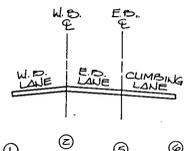


STA. 431+00 BACK  
STA. 442+69.69 TO STA. 461+00



STA. 432+00 TO  
STA. 441+19.69



STA. 461+00 AHEAD

LEGEND FOR MAINLINE SUPERELEVATION TABLE

DATUM  
VERTICAL N.G.V.D. 1929  
HORIZONTAL N.A.D. 1927

SUPERELEVATION TABLE - MAINLINE							STATION	DESCRIPTION
1 W.B. LT. E.P.	2 W.B. C.	3 W.B. RT. E.P.	4 E.B. LT. E.P.	5 E.B. C.	6 E.B. RT. E.P.	7 E.B. OFF RAMP		
-0.25	0	--	0	-0.19	-0.42	--	418 + 00	BEGIN RAMP C TAPER
-0.25	0	--	0	-0.19	-0.42	--	420 + 60.00	END CONTRACT 3/BEGIN CONTRACT 2
-0.25	0	--	0	-0.19	-0.42	--	422 + 72.23	EQ. RAMP C STA. 21+16.90
-0.25	0	-0.25	0	-0.19	-0.42	--	427 + 00	BEGIN RAMP B TAPER (0' WIDE)
-0.25	0	-0.25	0	-0.19	-0.42	-0.42	427 + 50	
-0.25	0	-0.25	0	-0.19	-0.42	-0.42	428 + 00	
-0.25	0	-0.25	0	-0.19	-0.42	-0.48	428 + 50	
-0.25	0	-0.25	0	-0.19	-0.42	-0.54	429 + 00	
-0.25	0	-0.25	0	-0.19	-0.42	-0.60	429 + 50	END RAMP B RAPER (12' WIDE)
-0.25	0	-0.25	0	-0.19	-0.42	-0.67	430 + 00	
-0.25	0	-0.25	0	-0.19	-0.42	-0.67	430 + 50	
-0.25	0	-0.25	0	-0.19	-0.42	-0.67	431 + 00	
-0.25	0	-0.25	0	-0.19	-0.42	-0.67	431 + 25	
-0.25	0	-0.25	-0.06	-0.19	-0.42	-0.67	431 + 50	END DIVIDED HIGHWAY TRANSITION
-0.25	0	-0.25	-0.13	-0.13	-0.35	-0.60	431 + 50	BEGIN ULTIMATE CONSTRUCTION
-0.25	0	-0.25	-0.25	0	-0.23/-0.48	-0.23/-0.48	432 + 00	
-0.25	0	-0.25	-0.25	0	-0.25	-0.50	434 + 00	
-0.25	0	-0.25	-0.25	0	-0.25	-0.50	434 + 46.00	EQ. RAMP B STA. 11+95.43
-0.25	0	-0.25	-0.25	0	-0.25	-0.50	440 + 00	END ULTIMATE CONSTRUCTION
-0.25	0	-0.25	-0.25	0	-0.23/-0.23	-0.23/-0.23	441 + 19.69	BEGIN DIVIDED HIGHWAY TRANSITION
-0.20	0	-0.25	-0.20	0	-0.23	0	441 + 50	
-0.12	0	-0.25	-0.12	0	-0.23	0	442 + 00	
-0.03	0	-0.25	-0.03	0	-0.23	0	442 + 50	
0	0	-0.25	0	0	-0.23	0	442 + 69.69	
+0.05	0	-0.25	0	0	-0.23	0	443 + 00	
+0.13	0	-0.25	0	0	-0.28	0	443 + 50	P.C. CURVE #1
+0.22	0	0	0	-0.22	-0.45	0	443 + 74.69	
+0.25	0	0	0	-0.22	-0.48	0	444 + 00	EQ. RAMP A STA. 22+88.97 (12' WIDE RAMP)
+0.25	0	0	0	-0.22	-0.48	0	444 + 19.69	
+0.25	0	0	0	-0.22	-0.48	0	445 + 35.00	
+0.25	0	0	0	-0.25	-0.48	0	450 + 00.00	EQ. RAMP D STA. 24+00.00
+0.20	0	0	0	-0.20	-0.43	0	451 + 00	END RAMP A TAPER
+0.19	0	0	0	-0.19	-0.42	0	461 + 00	END DIVIDED HIGHWAY TRANSITION
+0.12	0	0	0	-0.19	-0.42	0	466 + 69.27	
+0.05	0	0	0	-0.19	-0.42	0	467 + 00	P.T. CURVE #1
0	0	0	0	-0.19	-0.42	0	467 + 06.47	
-0.13	0	0	0	-0.19	-0.42	0	467 + 14.27	
-0.05	0	0	0	-0.19	-0.42	0	467 + 50	
-0.13	0	0	0	-0.19	-0.42	0	468 + 00	
-0.22	0	0	0	-0.19	-0.42	0	468 + 19.27	
-0.25	0	0	0	-0.19	-0.42	0	468 + 50	
-0.25	0	0	0	-0.19	-0.42	0	469 + 00	
-0.25	0	0	0	-0.19	-0.42	0	469 + 50	
-0.25	0	0	0	-0.19	-0.42	0	469 + 69.27	
-0.25	0	0	0	-0.19	-0.42	0	478 + 95.44	P.C. CURVE #2
-0.25	0	0	0	-0.19	-0.42	0	491 + 28.50	P.T. CURVE #2
-0.25	0	0	0	-0.19	-0.42	0	495 + 00	END EASTBOUND CLIMBING LANE; BEGIN TAPER
-0.25	0	0	0	-0.19	-0.40	0	495 + 50	
-0.25	0	0	0	-0.19	-0.37	0	496 + 00	
-0.25	0	0	0	-0.19	-0.35	0	496 + 50	
-0.25	0	0	0	-0.19	-0.33	0	497 + 00	
-0.25	0	0	0	-0.19	-0.31	0	497 + 50	
-0.25	0	0	0	-0.19	-0.29	0	498 + 00	
-0.25	0	0	0	-0.19	-0.27	0	498 + 50 BACK	RELOCATE "GRADE" FROM W.B. C (2) TO
-0.25	+0.25	+0.25	+0.25	+0.06	-0.02	0	498 + 50 AHEAD	W.B. LT. E.P. (1) AT 498+50
0	+0.25	+0.25	+0.25	+0.06	0	0	499 + 00	
0	+0.25	+0.25	+0.25	+0.06	+0.02	0	499 + 50	
0	+0.25	+0.25	+0.25	+0.06	+0.04	0	500 + 00	
0	+0.25	+0.25	+0.25	+0.06	+0.04	0	500 + 01.70	
0	+0.15	+0.25	+0.04	+0.04	-0.04	0	500 + 50	END EASTBOUND CLIMBING LANE TAPER
0	+0.04	+0.04	+0.15	-0.15	-0.04	0	501 + 00	
0	0	0	0	-0.20	0	0	501 + 17.98 BK/	HORIZONTAL CONTROL SHIFT; BEGIN W.B./E.B.
0	0	0	0	-0.17	-0.35	0	501 + 21.41 AHD	CROSSOVER; T.S. CURVE #3
0	0	0	0	-0.19	-0.38	0	501 + 50	
0	0	0	0	-0.19	-0.38	0	502 + 00	
0	0	0	0	-0.19	-0.38	0	502 + 08.68	
0	0	0	0	-0.28	-0.55	0	502 + 50	
0	0	0	0	-0.36	-0.72	0	502 + 88.91	S.C. CURVE #3
0	0	0	0	-0.36	-0.72	0	503 + 00	
0	0	0	0	-0.36	-0.72	0	520 + 00.00	END CONTRACT 2/BEGIN CONTRACT 1
0	-0.36	-0.36	-0.36	-0.72	-0.72	0	522 + 68.97	C.S. CURVE #3
0	-0.29	-0.29	-0.29	-0.59	-0.59	0	523 + 00	
0	-0.25	-0.25	-0.25	-0.50	-0.50	0	523 + 20.13	
0	-0.19	-0.19	-0.19	-0.44	-0.44	0	523 + 50	
0	-0.19	-0.19	-0.19	-0.44	-0.44	0	524 + 00	
0	0	0	0	-0.08	-0.33	0	524 + 36.41	S.T. CURVE #3
0	0	0	0	-0.25	-0.25	0	524 + 50	
0	+0.03	+0.03	+0.03	-0.22	-0.22	0	524 + 50	
0	+0.14	+0.14	+0.14	-0.11	-0.11	0	525 + 00	
0	+0.24	+0.24	+0.24	-0.01	-0.01	0	525 + 50	
0	+0.25	+0.25	+0.25	0	0	0	525 + 52.69	

SUPERELEVATION TABULATION	
STATION	CROSS SLOPE
WB ON-RAMP	14' LT. OF PG
SEE GRADING PLAN	
10 + 50	-0.64
11 + 00	-1.04
11 + 50	-1.12
12 + 00	-1.12
12 + 50	-0.78
13 + 00	-0.45
13 + 50	-0.10
14 + 00	+0.10
14 + 25	+0.15
14 + 50	+0.29
15 + 00	+0.43
15 + 50	+0.57
16 + 00	+0.71
16 + 50	+0.85
17 + 00	+1.00
17 + 40	+1.12
18 + 80.47	+1.12
18 + 95	+1.06
SEE GRADING PLAN	

SUPERELEVATION TABULATION	
STATION	CROSS SLOPE
WB ON-RAMP	14' LT. OF PG
SEE GRADING PLAN	
12 + 75	-0.50
13 + 00	-0.36
13 + 50	-0.11
14 + 00	-0.15
14 + 25	-0.29
17 + 65	+0.29
SEE GRADING PLAN	

SUPERELEVATION TABULATION	
STATION	CROSS SLOPE
EB OFF-RAMP	14' LT. OF PG
SEE GRADING PLAN	
14 + 50	+1.12
15 + 00	+0.92
17 + 50	+0.92
18 + 00	+0.98
20 + 50	+0.98
21 + 00	+0.60
21 + 50	+0.29
22 + 00	+0.11
22 + 50	-0.17
22 + 60	-0.21

SUPERELEVATION TABULATION	
STATION	CROSS SLOPE
WB OFF-RAMP	14' LT. OF PG
SEE GRADING PLAN	
12 + 00	+0.29
12 + 50	+0.29
13 + 00	+0.29
15 + 70	+0.29
16 + 00	+0.21
16 + 50	+0.10
17 + 00	-0.01
17 + 50	-0.13
18 + 00	-0.24
18 + 20	-0.29
22 + 30	-0.29
SEE GRADING PLAN	

SCALE IN FEET

AS BUILT 11/24/20

SURVEYED BY \_\_\_\_\_ DATE \_\_\_\_\_  
DRAWN BY T. KARIS DATE \_\_\_\_\_  
TRACED BY V. HECHT DATE \_\_\_\_\_  
VERMONT ROUTE 289 (F.A.P.)  
TOWN OF ESSEX  
PROJ. WILLISTON- NO. PB 033-1(?)  
COLCHESTER  
SHEET 90 OF 400