

CONSTRUCT DRIVEWAY ENTRANCE

STA. 50+93.3 LT

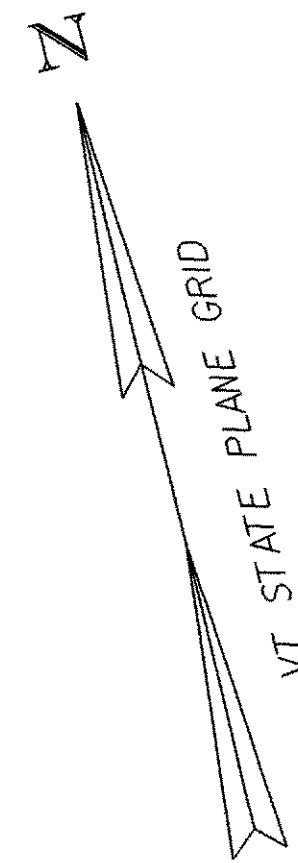
TRANSPLANT EVERGREEN TREES

CHAN. STA. 30+76 RT
CHAN. STA. 30+86 RT
CHAN. STA. 31+11 LT
CHAN. STA. 31+22 LT
CHAN. STA. 31+55 LT
CHAN. STA. 31+67 LT
CHAN. STA. 31+94 LT
CHAN. STA. 32+08 LT

* REMOVE AND RESETTING LIGHT POLE

STA. 51+41.2 RT
STA. 51+44.4 LT

* LIGHT POLES TO BE RESET ACCORDING TO
RESIDENT ENGINEER AND PROPERTY OWNER.



SANBORN

APPROXIMATE LOCATION OF
NEW 4" DIA. PVC UNDERDRAIN
CONNECT TO EXISTING 4" DIA.
PVC DRAINAGE PIPE

BM 61
SW CNR GARAGE FLOOR
ELEV. 536.51

DRIVE PI
STA. 51+20.11 BK=
STA. 50+99.60 AH
 $\Delta = 77^\circ 17' 52''$ RT

DRIVE PC
STA. 50+54.54

BEGIN DRIVE CONSTRUCTION
STA. 50+45.00

DRIVE POB
STA. 50+00.00

TO
VT 104

CHANNEL POB
STA. 30+00.00

APPROX. RELOCATION FOR
UNDERGROUND UTILITIES

30+00

GARDEN

WOOD WALL

RUGG BROOK

HEDGE

S. SPRUCE

M. WILLOW

SHED

DRIVE CURVE DATA

$\Delta = 77^\circ 17' 52''$
D = 69°52'22"
R = 82.00'
T = 65.57'
L = 110.63
E = 23.00'
2T-L = 20.51'
BANKING = 0.021'/'

EXISTING STRUCTURE DATA

36" DIA. X 20' CGMP

1 STY
WF HOUSE

GARAGE

R 30'

GRAVEL
DRIVEWAY

S. WBIRCH

S. APPLES

HEDGE

S. SPRUCE
(TYP.)

DRIVE PT
STA. 51+65.17

CONSTRUCTION
LIMITS
(TYP.)

END DRIVE CONSTRUCTION
STA. 52+00.00

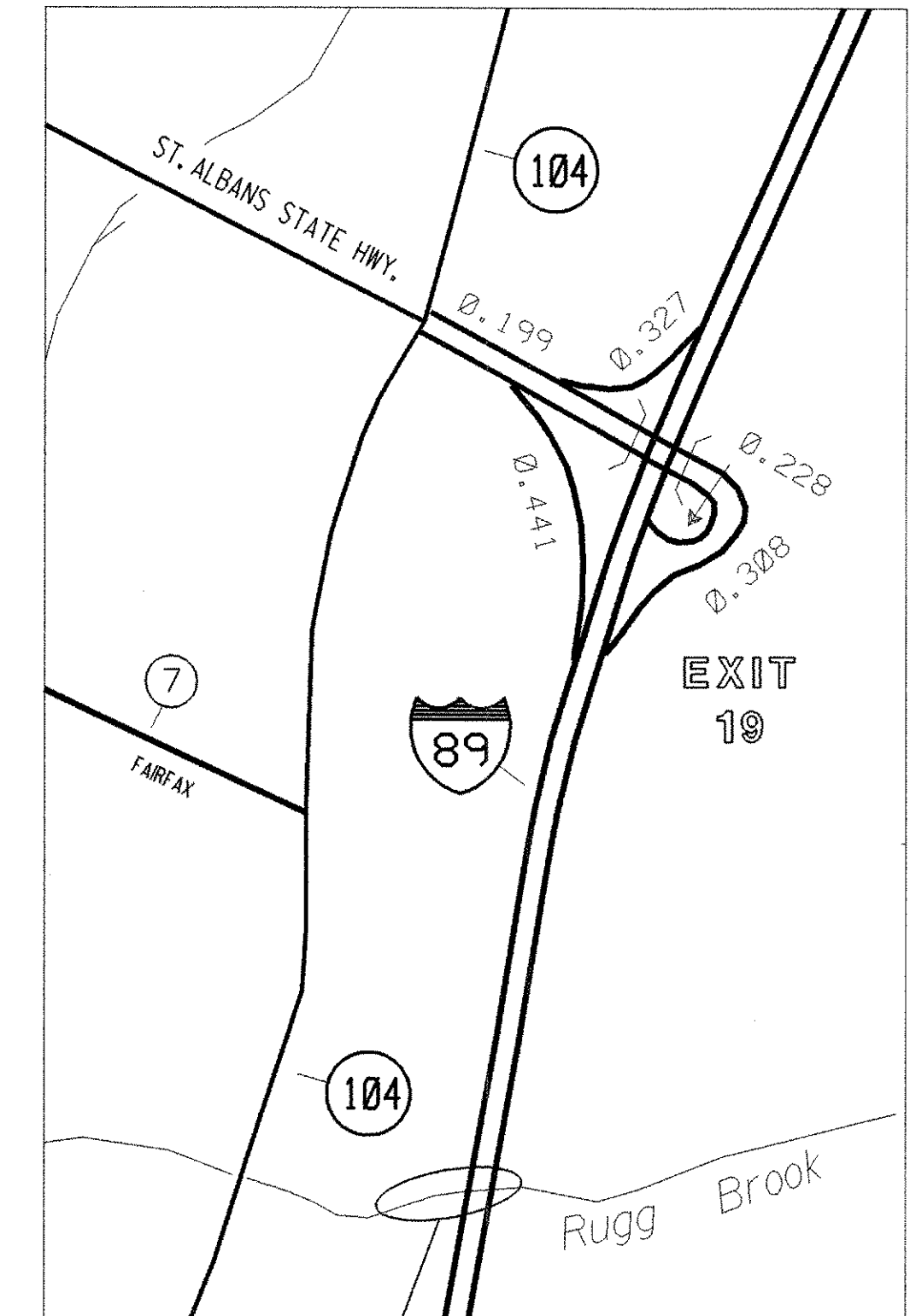
DRIVE POE
STA. 52+25.00

DRIVE POST
STA. 51+42.42
7'-0" X 5'-0" PRECAST
CONCRETE BOX CULVERT
 $\Delta = 95^\circ 25' 15''$ LT

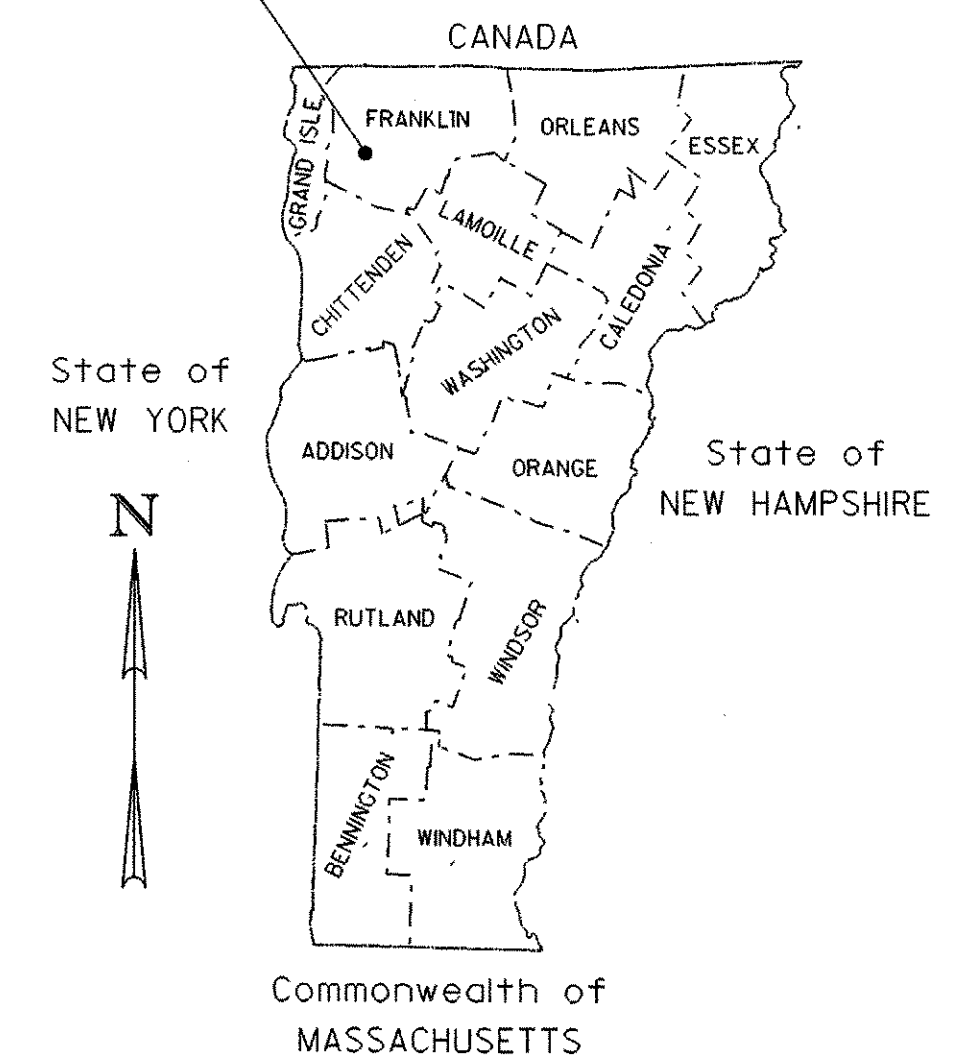
A-A

MATCHLINE

NOT TO SCALE



FAIRFAX-FAIRFIELD-ST. ALBANS
1M 089-3 (27) ; BR 87-3 N&S



State of
NEW YORK

N

Commonwealth of
MASSACHUSETTS

SCALE 1" = 20'-0"

20 0 20

STATE OF VERMONT AGENCY OF TRANSPORTATION

Town Of FAIRFAX-FAIRFIELD-ST. ALBANS	Bridge No. 87-3 N & S
Highway No. 1-89	Log Sta. Surv. Sta.
1-89 OVER THE RUGG BROOK	
DRIVE BOX CULVERT PLAN	
Designed By G. ROY	Drawn By G. ROY
Checked By M. LOZIER	Bridge Design Supervisor R.R. WHITCOMB
Date 6/00	Date 6/00
PROJECT FAIRFAX-FAIRFIELD-ST. ALBANS	PROJECT NO. 1M 089 - 3 (27)
I.G.C. Info. 96a056Structures\sa056bdr.dgn	sa056101J
Bridge Sheet No. BR306	Sheet 132 of 370

PLOTTED 21-SEP-2000