

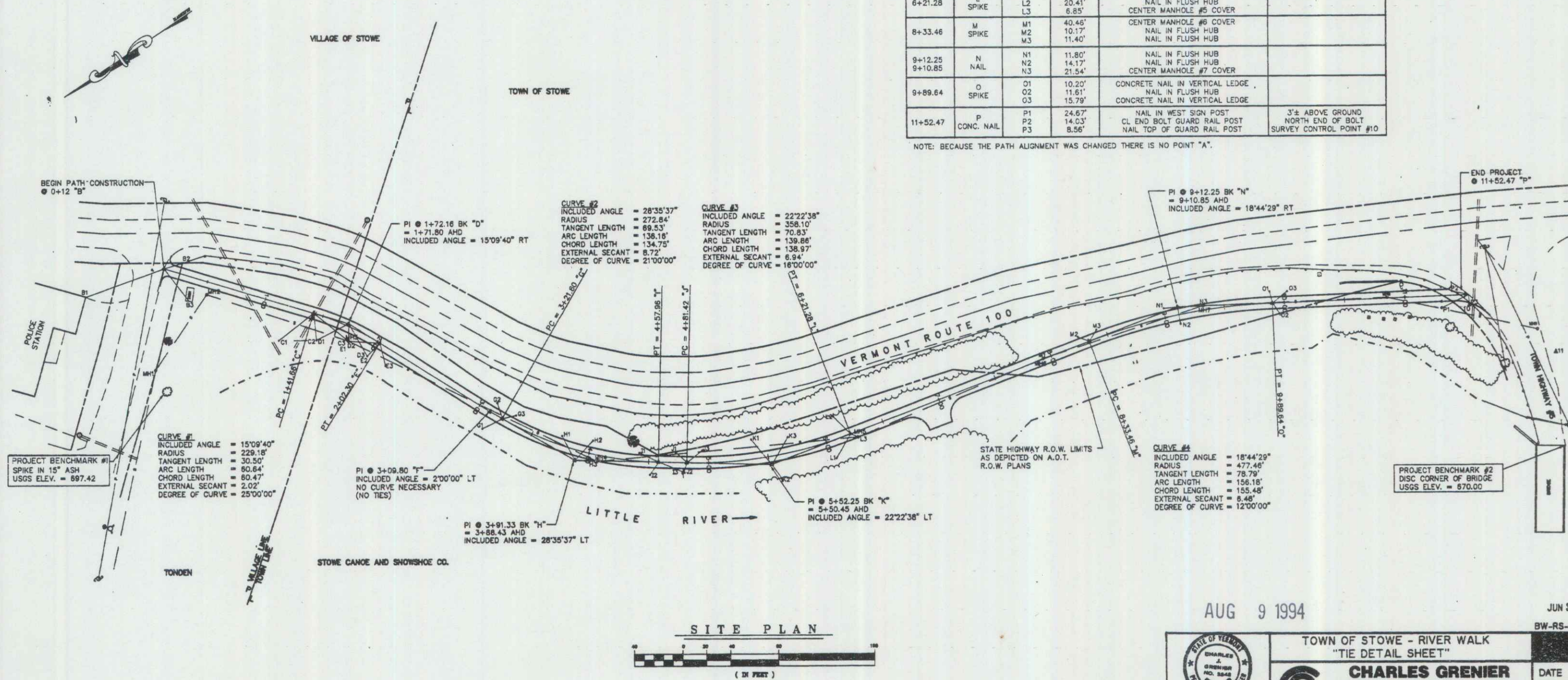
TANGENT LINE BEARINGS

STATION	TIE #	BEARING	DISTANCE
0+12 TO 1+41.66	B TO C	S 50°48'41" W	129.66'
1+41.66 TO 1+72.16 BK 1+71.80 AHD	C TO D	S 50°48'41" W	30.50'
1+72.16 BK TO 2+02.30 1+71.80 AHD	D TO E	S 65°58'21" W	30.50'
2+02.30 TO 3+09.80	E TO F	S 65°58'21" W	107.70'
3+09.80 TO 3+21.80	F TO G	S 63°58'21" W	11.80'
3+21.80 TO 3+91.33 BK 3+88.43 AHD	G TO H	S 63°58'21" W	69.53'
3+91.33 BK TO 4+57.96 3+88.43 AHD	H TO I	S 35°22'44" W	69.53'
4+57.96 TO 4+81.42	I TO J	S 35°22'44" W	23.46'
4+81.42 TO 5+52.25 BK 5+40.45 AHD	J TO K	S 35°22'44" W	70.83'
5+52.25 BK TO 6+21.28 5+50.45 AHD	K TO L	S 13°00'06" W	70.83'
6+21.28 TO 8+33.46	L TO M	S 13°00'06" W	212.18'
8+33.46 TO 9+12.25 BK 9+10.85 AHD	M TO N	S 13°00'06" W	78.79'
9+12.25 BK TO 9+89.64 9+10.85 AHD	N TO O	S 31°44'35" W	78.79'
9+89.64 TO 11+52.47	O TO P	S 31°44'35" W	162.83'

TIE DISTANCE TABLE

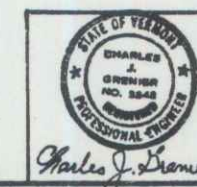
STATION	DESC.	TIE #	DISTANCE	DESCRIPTION	REMARKS
0+12	SPIKE	B1	69.20'	CORNER BRICK POLICE STATION (9TH ROW)	
		B2	21.37'	NAIL IN FIRST GUARD RAIL POST	
		B3	33.97'	NAIL TOP CENTER WEST END SIGN PLANTER	
1+41.66	SPIKE	C1	31.81'	NAIL IN FLUSH HUB	
		C2	22.41'	NAIL IN FLUSH HUB	
		C3	37.11'	CENTER MANHOLE #3 COVER	
1+72.16 1+71.80	SPIKE	D1	30.12'	NAIL IN FLUSH HUB	SAME AS C2
		D2	14.44'	CENTER MANHOLE #3 COVER	SAME AS C3 AND E1
		D3	31.02'	NAIL IN FLUSH HUB	SAME AS E2
2+02.30	SPIKE	E1	26.20'	CENTER MANHOLE #3 COVER	SAME AS C3 AND D2
		E2	15.16'	NAIL IN FLUSH HUB	SAME AS D3
		E3	19.41'	NAIL IN FLUSH HUB	
3+09.80	SPIKE	F1	-	NO TIES NECESSARY	SEE POINT "G" NEARBY
		F2	-		
		F3	-		
3+21.80	SPIKE	G1	18.92'	NAIL IN FLUSH HUB	
		G2	13.89'	NAIL IN FLUSH HUB	
		G3	11.78'	NAIL IN FLUSH HUB	
3+91.33 3+88.43	SPIKE	H1	22.96'	NAIL IN FLUSH HUB	
		H2	22.19'	NAIL IN FLUSH HUB	
		H3	18.59'	CENTER MANHOLE #4 COVER	
4+57.96	SPIKE	I1	17.74'	NAIL IN FLUSH HUB	
		I2	12.81'	NAIL IN FLUSH HUB	
		I3	22.35'	SPIKE S1 FLUSH	SURVEY CONTROL POINT
4+81.42	SPIKE	J1	12.64'	SPIKE FLUSH	
		J2	8.24'	SPIKE FLUSH	SAME AS I3
		J3	16.34'	SPIKE FLUSH	
5+52.25 5+50.45	SPIKE	K1	27.12'	NAIL IN FLUSH HUB	
		K2	14.15'	NAIL IN FLUSH HUB	
		K3	26.51'	NAIL IN FLUSH HUB	
6+21.28	SPIKE	L1	23.48'	NAIL IN FLUSH HUB	
		L2	20.41'	NAIL IN FLUSH HUB	
		L3	6.85'	CENTER MANHOLE #5 COVER	
8+33.46	SPIKE	M1	40.46'	CENTER MANHOLE #6 COVER	
		M2	10.17'	NAIL IN FLUSH HUB	
		M3	11.40'	NAIL IN FLUSH HUB	
9+12.25 9+10.85	SPIKE	N1	11.80'	NAIL IN FLUSH HUB	
		N2	14.17'	NAIL IN FLUSH HUB	
		N3	21.54'	CENTER MANHOLE #7 COVER	
9+89.64	SPIKE	O1	10.20'	CONCRETE NAIL IN VERTICAL LEDGE	
		O2	11.61'	NAIL IN FLUSH HUB	
		O3	15.79'	CONCRETE NAIL IN VERTICAL LEDGE	
11+52.47	CONC. NAIL	P1	24.67'	NAIL IN WEST SIGN POST	3'-6" ABOVE GROUND
		P2	14.03'	CL END BOLT GUARD RAIL POST	NORTH END OF BOLT
		P3	8.96'	NAIL TOP OF GUARD RAIL POST	SURVEY CONTROL POINT #10

NOTE: BECAUSE THE PATH ALIGNMENT WAS CHANGED THERE IS NO POINT "A".



AUG 9 1994

JUN 30 1992
BW-RS-BIKE (2S)



TOWN OF STOWE - RIVER WALK
"TIE DETAIL SHEET"

CHARLES GRENIER
CONSULTING ENGINEER, P.C.
BOX 445, WATERBURY, VERMONT
244-8413

DATE = 9-8-91
DRN BY = T.J.M.
SCALE = 1"=40'
SHT 12 OF 38

12