

RELOCATE MAILBOX, MULTIPLE SUPPORT
 FROM STA. 7+072.5 RT TO STA. 7+033.5 RT
 CONSTRUCT DRIVE ENTRANCE
 STA. 7+040 RT
 STA. 7+135 LT

HEAVY DUTY STEEL BEAM GURD RAIL
 TH 23 STA. 1+021.40 RT TO TH 22 7+090.72 LT
 STA. 7+104.02 TO 7+111.80 LT
 STA. 7+060.17 TO 7+088.45 RT
 STA. 7+101.74 TO 7+104.83 RT

BRIDGE RAILING, HEAVY DUTY STEEL
 BEAM/ FASCIA MOUNTED (TYPE B)

STA. 7+090.72 TO 7+104.02 LT
 STA. 7+088.45 TO 7+101.74 RT

ANCHOR FOR STEEL BEAM GUARD RAIL

TH 23 STA. 1+019.73 RT
 STA. 7+109.91 LT
 STA. 7+061.81 RT
 STA. 7+104.52 RT

CONSTRUCT GRAVEL DRIVE

STA. 7+108 RT

TH 22 CURVE NO. 1 DATA
 $\Delta = 19^\circ 33' 43.8''$ LT
 R = 80.00
 T = 13.791
 L = 27.314
 E = 1.180
 2T - L = 0.268
 BANK = NC

CURVE NO. 1 PC
 STA 7+028.029

CURVE NO. 1 PT
 STA 7+055.343

TH 23 CURVE NO. 2 DATA

$\Delta = 29^\circ 32' 25''$ LT
 R = 40.00
 T = 10.546
 L = 20.623
 E = 1.367
 2T - L = 0.469
 BANK = NC

TH 23 CURVE PT
 STA 1+020.623

TH 23 PI
 STA 1+010.546 BK=
 STA 1+010.077 AH
 $\Delta = 29^\circ 32' 25''$ LT

TH 23 CURVE PC
 STA 1+000.000

TH 23 PI
 STA 1+010.546 BK=
 STA 1+010.077 AH
 $\Delta = 29^\circ 32' 25''$ LT

TH 23 CURVE PT
 STA 1+020.623

TH 23 PI
 STA 1+010.546 BK=
 STA 1+010.077 AH
 $\Delta = 29^\circ 32' 25''$ LT

TH 23 CURVE PC
 STA 1+000.000

TH 23 PI
 STA 1+010.546 BK=
 STA 1+010.077 AH
 $\Delta = 29^\circ 32' 25''$ LT

TH 23 CURVE PT
 STA 1+020.623

TH 23 PI
 STA 1+010.546 BK=
 STA 1+010.077 AH
 $\Delta = 29^\circ 32' 25''$ LT

PI NO. 2
 STA 7+074.685 BK=
 STA 7+073.930 AH=
 TH 23 POT 0+996.731
 $\Delta = 36^\circ 01' 49.3''$ RT

TH 23 CURVE PC
 STA 1+000.000

TH 23 PI
 STA 1+010.546 BK=
 STA 1+010.077 AH
 $\Delta = 29^\circ 32' 25''$ LT

TH 23 CURVE PT
 STA 1+020.623

TH 23 PI
 STA 1+010.546 BK=
 STA 1+010.077 AH
 $\Delta = 29^\circ 32' 25''$ LT

TH 22 CURVE NO. 3 DATA
 $\Delta = 32^\circ 15' 08.8''$ LT
 R = 35.00
 T = 10.120
 L = 19.702
 E = 1.434
 2T - L = 0.538
 BANK = NC

TH 22 CURVE NO. 2 DATA
 $\Delta = 36^\circ 01' 49.3''$ RT
 R = 35.00
 T = 11.382
 L = 22.010
 E = 1.804
 2T - L = 0.754
 BANK = NC

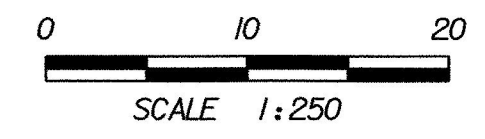
TH 22 CURVE NO. 3 DATA
 $\Delta = 32^\circ 15' 08.8''$ LN/F QUESNEL
 STA 7+119.798 BK=
 STA. 7+119.259 AH
 $\Delta = 32^\circ 15' 08.8''$ LN/F QUESNEL

TH 22 CURVE NO. 2 DATA
 $\Delta = 98^\circ 26' 7.8''$ RT
 STA 7+108.000=
 DRIVE STA 3+000.000

END R. O. W. PROJECT
 BRO 1445(20)
 STA. 7+131.8 13.9M (45.6') LT

BEGIN R. O. W. PROJECT
 BRO 1445(20)
 STA. 7+072.6 7.5 M (24.6') RT

LINES SHOWN ON THIS PLAN AS EXISTING
 PROPERTY LINES P/L ARE BELIEVED TO
 BE ACCURATE BUT SHOULD NOT BE RELIED
 UPON FOR PURPOSES UNRELATED TO THE
 TOWN OF HUNTINGTON'S ACQUISITION OF LAND
 AND RIGHTS FOR THIS PROJECT.



EXISTING BRIDGE DATA

WOOD PLANK DECK W/ WOOD RUNNERS
 ON 5 - 450 mm WF BEAMS
 CONCRETE ABUTMENTS & WINGWALLS

DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83/92

PROJECT: HUNTINGTON	PROJECT NO. : BRO 1445 (20)
DESIGN FILE NAME: M:\93\J030\RightOfWay\J030zzz.dgn	PLOT DATE: 21-MAR-2001
IPARM FILE NAME: SJ030I01I	SURVEY DATE: 12/93
SURVEYED BY: GILMAN	DRAWN BY:
SQUAD LEADER:	R. O. W. SHEET 7 OF 7 SHEETS
	SHEET 6 OF 33 SHEETS