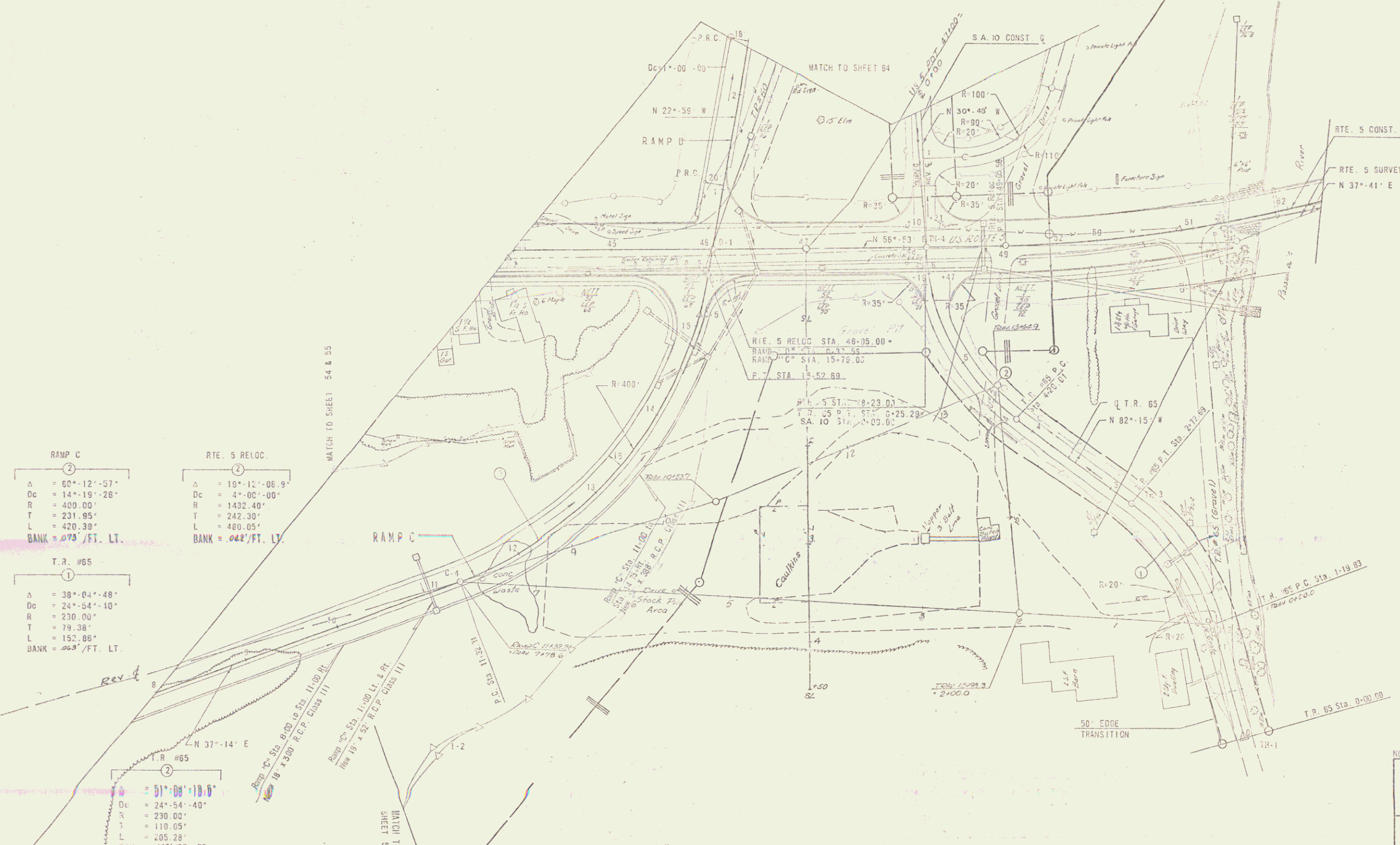


CONTROL OF ACCESS IS COMPLETE
ON THIS SHEET EXCEPT AT
N.B. STA. 1142+23 (RAMP ENTRANCE)-265' RT.



RAMP C		RTE. 5 RELOC.	
Δ = 60° 12' 57"	Dc = 14° 19' 26"	Δ = 19° 12' 06.9"	Dc = 4° 00' 00"
R = 400.00'	T = 231.95'	R = 1432.40'	T = 242.30'
L = 420.39'	BANK = 0.75' / FT. LT.	L = 480.05'	BANK = 0.42' / FT. LT.

T.R. #65	
Δ = 38° 04' 48"	Dc = 24° 54' 10"
R = 230.00'	T = 79.38'
L = 152.85'	BANK = 0.63' / FT. LT.

T.R. #65	
Δ = 51° 09' 18.6"	Dc = 24° 54' 40"
R = 230.00'	T = 110.05'
L = 205.28'	BANK = 0.42' / FT. RT.

M. 9710

NOTE: MATCH WIDE FENCE WITH STEEL POSTS.
RAMP C STA. 10+00 TO TIE E STA. 47+78 RT.

NOTE: FOR RAMP TERMINI TRANSITION (34.1)
SEE RAMP C PROFILE

RAMP C 13100-1552.69 Constructed
with Paved 12% R20

NOTE: SA 10, US RTE 5, RAMP D, & PH 65
NOT PART OF THIS PROJECT

NOTE: FOR B - C TIES - SEE SHEET NO. 32

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

TOWN OF ST. JOHNSBURY-LYNDON

ROUTE No. 1-91 STA. _____

RAMP C STA. 8+00 TO STA. 15+52.69

CONTRACT _____

STAGE CONSTRUCTION II

PROJECT No. 1-01-3 (??)

SHEET 57 OF _____

PLAN SCALE 1" = 100 FEET

CLARKESON, CLOUGH AND YOKEL—CONSULTING ENGINEERS
ALBANY NEW YORK