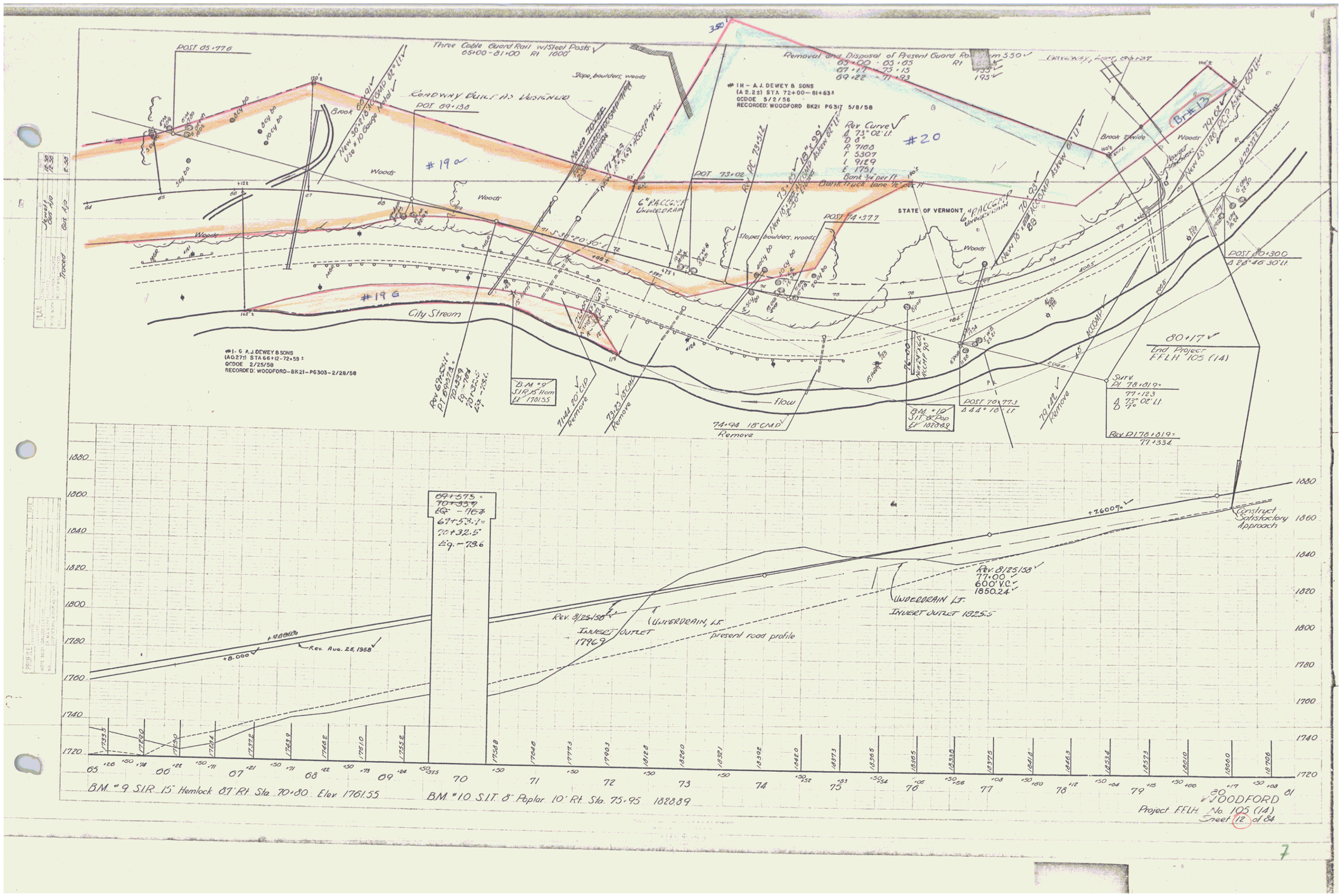
POST 65+77.6
Three Cable Guard Rail w/Steel Posts
65+00 - 81+00 Rt 1000'
Removal and Disposal of Present Guard Rail
65+00 - 65+65 Rt 65'
67+17 - 75+15 Rt 135'
69+22 - 77+93 195'
Driveway, Lt. Sta. 69+27
Slope, boulders, woods
Roadway Built As Designed
POST 69+13.8
New 30" RCCMP Skew 82° Lt
Use #10 Gauge Metal
Brook 60' Lt
Woods
#19
#19 G
City Stream
#1 G A.J. DEWEY & SONS
(A0.27±) STA 66+12 - 72+59 ±
QCDOE 2/25/58
RECORDED: WOODFORD-BK21-PG303-2/28/58
#1 H - A.J. DEWEY & SONS
(A 2.25) STA 72+00 - 81+63±
QCDOE 5/2/58
RECORDED: WOODFORD BK21 PG317 5/8/58
Rev Curve
Δ 73° 02' Lt
D 0°
R 5168
T 3307
L 6129
E 1751
Bank 3/4 per ft
Bank Truck Lane 1/2 per ft
#20
POST 73+02
Rev PC 73+12
New 18" RCCMP Skew 81° Lt
6" PACCOM Underdrain
POST 74+37.7
STATE OF VERMONT
New 18" RCCMP Skew 81° Lt
Brook 2' wide
Woods
Br #13
New 45" x 186" RCP Skew 60° Lt
POST 80+30.0
Δ 28° 40' 30" Lt
80+17
End Project
F.F.L.H. 105 (14)
Surv
PI 78+81.9=
77+12.3
Δ 73° 02' Lt
D 7°
Rev PI 78+81.9=
77+33.4
POST 70+77.3
Δ 44° 10' Lt
B.M. #10
S.I.T. 8" Pop
El 1828.89
70+46
Remove
B.M. #9
S.I.R. 15" Hem
El 1761.55
71+44 70' Clr
Remove
73+23 18" CMP
Remove
74+94 18" CMP
Remove
Flow
09+57.3=
70+33.9
Eq. - 76.7
67+53.7=
70+32.5
Eq. - 73.6
+8.000%
+8.000%
Rev. Aug. 28, 1958
Rev. 8/25/58
Invert Outlet
1796.9
Underdrain Lt.
present road profile
+7.600%
Rev. 8/25/58
77+00
600' V.C.
1850.24
Underdrain Lt.
Invert Outlet 1825.5
Construct Satisfactory Approach
1880
1860
1840
1820
1800
1780
1760
1740
1720
65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81
B.M. #9 S.I.R. 15" Hemlock 87' Rt. Sta. 70+80 Elev. 1761.55
B.M. #10 S.I.T. 8" Poplar 10' Rt. Sta. 75+95 1828.89
WOODFORD
Project F.F.L.H. No. 105 (14)
Sheet 12 of 84

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