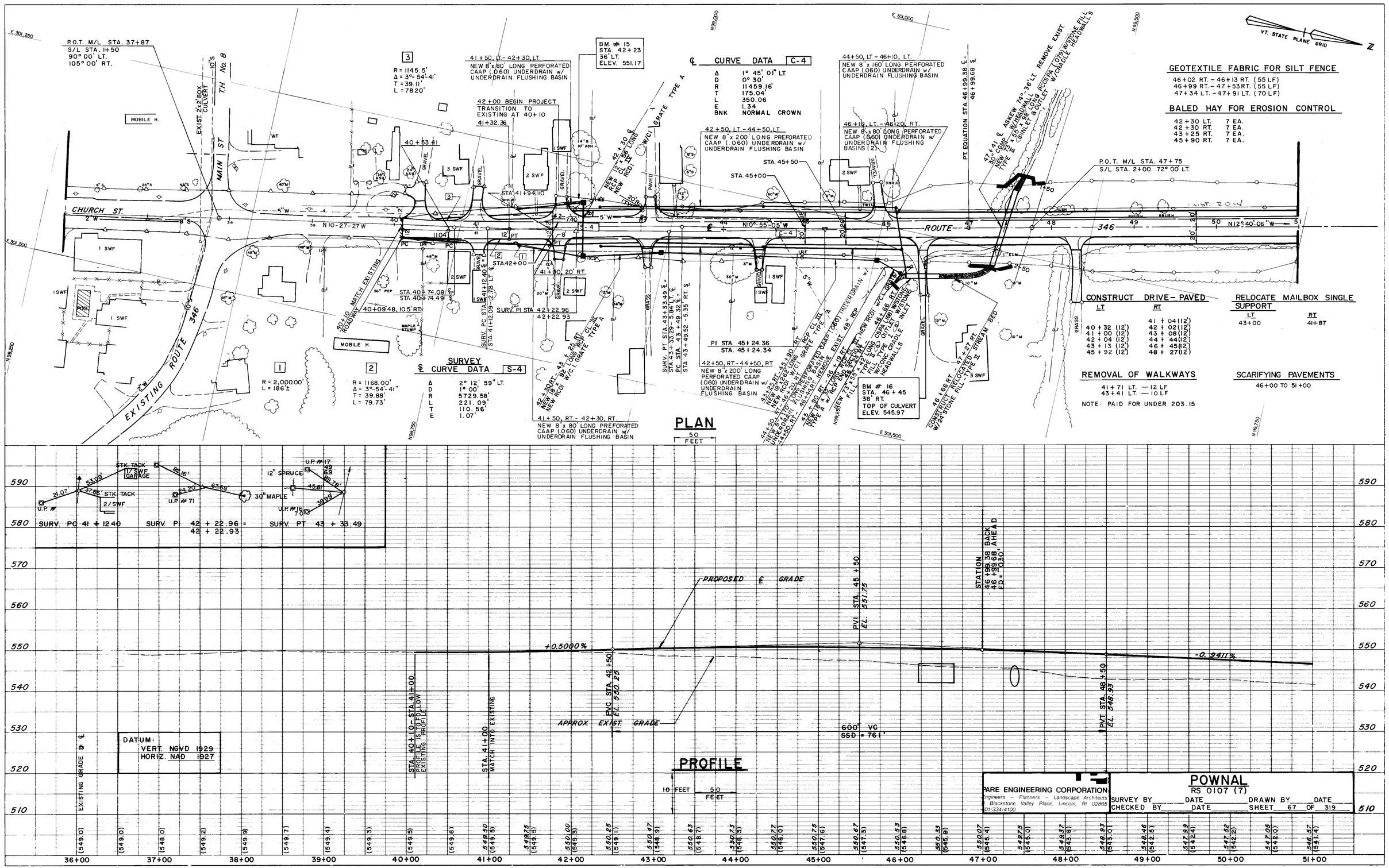
PLAN
P.O.T. M/L STA. 37+87
S/L STA. 1+50
90° 00' LT.
105° 00' RT.
EXIST. 21'-2' BOX CULVERT
10'S
T.H. No. 8
MAIN ST
MOBILE H.
CHURCH ST.
EXISTING ROUTE 346
R = 2,000.00'
L = 186'±
R = 1168.00'
Δ = 3°-54'-41"
T = 39.88'
L = 79.73'
R = 1145.5'
Δ = 3°- 54'-41"
T = 39.11'
L = 78.20'
41+50, LT - 42+30, LT
NEW 8"x 80' LONG PERFORATED CAAP (.060) UNDERDRAIN w/ UNDERDRAIN FLUSHING BASIN
42+00 BEGIN PROJECT
TRANSITION TO EXISTING AT 40+10
41+32.36
BM # 15
STA. 42+23
36' LT.
ELEV. 551.17
℄ CURVE DATA C-4
Δ 1° 45' 01" LT
D 0° 30'
R 11459.16'
T 175.04'
L 350.06
E 1.34
BNK NORMAL CROWN
42+50, LT - 44+50, LT
NEW 8"x 200' LONG PERFORATED CAAP (.060) UNDERDRAIN w/ UNDERDRAIN FLUSHING BASIN
44+50, LT - 46+10, LT.
NEW 8"x 160' LONG PERFORATED CAAP (.060) UNDERDRAIN w/ UNDERDRAIN FLUSHING BASIN
46+10, LT - 46+20, RT.
NEW 8"x 80' LONG PERFORATED CAAP (.060) UNDERDRAIN w/ UNDERDRAIN FLUSHING BASINS (2)
PT. EQUATION STA. 46+99.38 ℄ = 46+99.68
VT. STATE PLANE GRID
GEOTEXTILE FABRIC FOR SILT FENCE
46+02 RT. - 46+13 RT. (55 LF)
46+99 RT. - 47+53 RT. (55 LF)
47+34 LT. - 47+91 LT. (70 LF)
BALED HAY FOR EROSION CONTROL
42+30 LT. 7 EA.
42+30 RT. 7 EA.
43+25 RT. 7 EA.
45+90 RT. 7 EA.
P.O.T. M/L STA. 47+75
S/L STA. 2+00 72° 00' LT.
CONSTRUCT DRIVE - PAVED
LT RT
40+32 (12') 41+04 (12')
41+00 (12') 42+02 (12')
42+04 (12') 43+08 (12')
43+13 (12') 44+44 (12')
45+92 (12') 46+45 (12')
48+27 (12')
RELOCATE MAILBOX SINGLE SUPPORT
LT RT
43+00 41+87
REMOVAL OF WALKWAYS
41+71 LT. — 12 LF
43+41 LT. — 10 LF
NOTE: PAID FOR UNDER 203.15
SCARIFYING PAVEMENTS
46+00 TO 51+00
SURVEY ℄ CURVE DATA S-4
Δ 2° 12' 39" LT.
D 1° 00'
R 5729.58'
L 221.09'
T 110.56'
E 1.07'
BM # 16
STA. 46 + 45
38' RT.
TOP OF CULVERT
ELEV. 545.97
PI STA. 45+24.36
STA. 45+24.34
42+50, RT - 44+50, RT
NEW 8"x 200' LONG PERFORATED CAAP (.060) UNDERDRAIN w/ UNDERDRAIN FLUSHING BASIN
41+50, RT - 42+30, RT
NEW 8"x 80' LONG PREFORATED CAAP (.060) UNDERDRAIN w/ UNDERDRAIN FLUSHING BASIN
PROFILE
50 FEET
SURV. PC 41 + 12.40
SURV. PI 42 + 22.96 = 42 + 22.93
SURV. PT 43 + 33.49
STA. 40+10 MATCH EXISTING ROADWAY
STA. 40+74.08 ℄
STA. 40+74.49
40+09.48, 10.5' RT.
STA. 42+00
41+90, 20' RT.
STA. 45+50
STA. 45+00
STA. 41+94.10
PROPOSED ℄ GRADE
PVI STA. 45 + 50
EL. 551.75
STATION 46+99.38 BACK 46+99.68 AHEAD ED = 1030'
+0.5000%
-0.9411%
PVC STA. 42+50
EL. 550.25
APPROX. EXIST. GRADE
600' VC
SSD = 761'
PVT STA. 48+50
EL. 548.93
STA. 40+10 - STA. 41+00 PROFILE 5' TO FOLLOW EXISTING PROFILE
STA. 41+00 MATCH INTO EXISTING
EXISTING GRADE @ ℄
DATUM:
VERT. NGVD 1929
HORIZ. NAD 1927
10 FEET 50 FEET
PARE ENGINEERING CORPORATION
Engineers – Planners – Landscape Architects
4 Blackstone Valley Place, Lincoln, RI 02865
401/334/4100
POWNAL
RS 0107 (7)
SURVEY BY DATE DRAWN BY DATE
CHECKED BY DATE SHEET 67 OF 319
PLAN
PROFILE
NOTE BOOK
No.
DATE
BY
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
STRUCTURE NOTATIONS CHECKED
PLATE 1 PLAN-PROFILE O. P. R & R. E. STANDARD
DIETZGEN CORPORATION
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