CURVE SI
Δ = 14°24'39.6" LT
R. = 300.000m
T. = 37.928m
L. = 75.456m
E. = 2.388m
BANK = 0.038
PI STA. S 1+102.458
N = 45468.7796
E = 442140.8725
PC STA. S 1+064.530
N = 45506.6919
E = 442139.7804
PT STA. S 1+139.986
N = 45432.3320
E = 442151.3657

CURVE G-3
Δ = 16°24'28.6" RT
R. = 500.000m
T. = 72.086m
L. = 143.186m
E. = 5.170m
BANK = 0.028
PI STA. G 2+082.584
N = 45443.2388
E = 442160.2916
PC STA. G 2+010.498
N = 45373.9661
E = 442180.2350
PT STA. G 2+153.684
N = 45515.3239
E = 442160.7281

CURVE I-1
Δ = 08°20'42.3" RT
R. = 500.000m
T. = 36.477m
L. = 72.825m
E. = 1.329m
BANK = 0.028
PI STA. I 1+363.914
N = 45611.0059
E = 442115.5666
PC STA. I 1+327.437
N = 45647.4397
E = 442117.3366
PT STA. I 1+400.262
N = 45575.2148
E = 442108.5275

CURVE I-2
Δ = 73°50'14.1" RT
R. = 150.000m
T. = 112.699m
L. = 193.305m
E. = 37.620m
BANK = N/A
PI STA. I 1+664.989
N = 45315.4631
E = 442057.4420
PC STA. I 1+552.290
N = 45426.0442
E = 442079.1900
PT STA. I 1+745.595
N = 45305.5694
E = 441945.1776

CURVE NB2
Δ = 73°57'12.6" RT
R. = 315.000m
T. = 237.169m
L. = 406.581m
E. = 79.302m
BANK = 0.072
PI STA. NB 10+855.809
N = 45430.9404
E = 442163.8165
PC STA. NB 10+618.640
N = 45363.9916
E = 442391.3403
PT STA. NB 11+025.220
N = 45668.1052
E = 442165.2653

CURVE SB4
Δ = 18°51'29.0" RT
R. = 450.000m
T. = 74.731m
L. = 148.111m
E. = 6.163m
BANK = 0.071
PI STA. SB 10+890.289
N = 45379.6857
E = 442131.9336
PCC STA. SB 10+815.558
N = 45308.8173
E = 442131.9336
PT STA. SB 10+963.669
N = 45454.4155
E = 442132.3974

N

VT STATE PLANE GRID

STA. I 1+433.262
END APPROACH

STA. I 1+400.262
END CONSTRUCTION
BEGIN APPROACH

STA. NB 11+140.000
END SUBBASE SHIM AND
PAVEMENT CONSTRUCTION
BEGIN COLD PLANE/OVERLAY

STA. NB 11+040.000
END FULL DEPTH CONSTRUCTION
BEGIN COLD PLANE/OVERLAY
AND BOX WIDENING

MATCH LINE STA. I 10+40 SEE SHEET A-05

MATCH LINE STA. SB 10+970 SEE SHEET A-04

MATCH LINE STA. G 2+050 SEE SHEET A-04

MATCH LINE STA. NB 10+770 SEE SHEET A-04

MATCH LINE STA. I 11+200 SEE SHEET A-11

MATCH LINE STA. SB 11+290 SEE SHEET A-11

CURVE I-2 | PC I 1+552.290 | I 1+500 | S 11°07'35.00" W | PT I 1+400.262 | CURVE I-1 | PC I 1+327.437 | I 1+300 | S 2°46'52.7" W | I 1+200

CURVE SB4 | PT S 1+139.986 | S +127.616 | S +164.645 | S 16°03'39.6" E | S +104.929 | PT SB 10+963.669 | SB +975.273 | PC S 1+064.530 | S +038.096 | S +028.096 | SB 11+000 | CURVE SI | S 1°39'00.0" E | S 1+100 | S 1+000 | SB 11+100 | POT S 1+000.000 = POT SB 11+080.481 4.8m RT. | SB +142.609 | SB +152.609 | N 0°21'20.1" E | SB 11+200 | SB +207.750

US 7 SB | RAMP S | RAMP I | R24 | N 0°4'10.7" E | SB +217.677 | SB +275.836

RAMP G | CURVE G-3 | G 2+100 | N 0°21'00.0" E | G 2+200 | G +236.835 | G +181.915 | G +071.815 | G +083.100 | G +093.100 | PT G 2+153.684 | R23 | POT G 2+306.468 = PT NB 11+025.220 3.6m LT. | G 2+300 | G +306 | NB 11+000 | PI NB 110+89.909 | N 0°21'00.0" E | US 7 NB | N 0°50'44.4" W | NB 11+100

US 7 NB | CURVE NB2 | NB 10+800 | NB 10+900 | NB +859.960 | NB +869.960 | NB +956.793

KEY MAP

RADII TABLE				
	STATION	OFFSET	DIRECTION	RADIUS
R23	NB 10+956.793	8.0m	LT	2.0m
R24	SB 11+275.838	3.2m	LT	2.0m

10 0 10 M
1:500 SCALE
@ FULL SIZE

Stantec

PROJECT NAME: BENNINGTON
PROJECT NUMBER: NH 019-1(54)

FILE NAME: ...\zd307c4dig_plans.ptf
DESIGN SUPERVISOR: GREG EDWARDS
DESIGNED BY: MARC FOISY
ALIGNMENT PLAN A-10

PLOT DATE: 1/26/2010
DRAWN BY: STANTEC
CHECKED BY: GARY SANTY
SHEET 75 OF 468

1/26/2010 4:47:01 PM vx\953\active\953100021\transportation\drawing\contract 4\plot files\zd307c4dig_plans.ptf