

RR TRACKS - CURVE #1

Δ = 13°56'36.02" RT.
D = 2°48'51.20"
R = 2035.94'
L = 495.46'
T = 248.96'
E = 15.17'

SWALE - COMP. CURVE #2

Δ = 25°01'08.80" RT.
D = 139°40'17.08"
R = 41.02'
L = 17.91'
T = 9.10'
E = 1.00'

SWALE - COMP. CURVE #1

Δ = 58°35'16.22" LT.
D = 171°28'54.00"
R = 33.42'
L = 34.17'
T = 18.75'
E = 4.90'

SWALE - COMP. CURVE #3

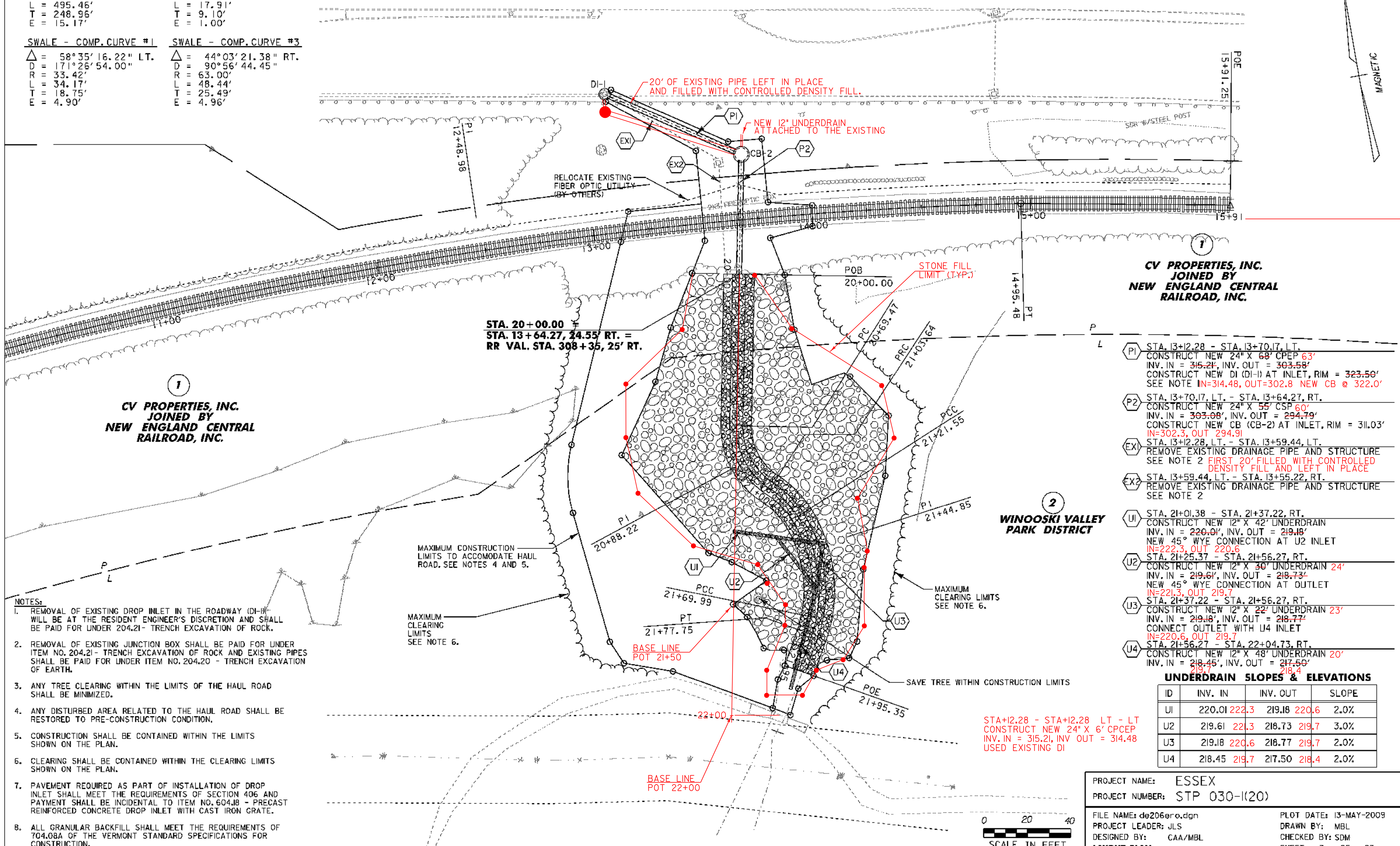
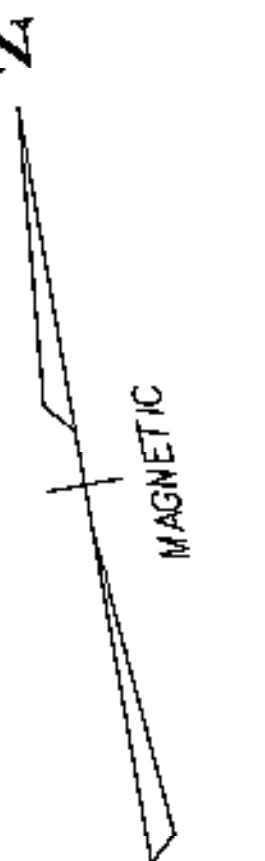
Δ = 44°03'21.38" RT.
D = 90°56'44.45"
R = 63.00'
L = 48.44'
T = 25.49'
E = 4.96'

STONE FILL, TYPE II
STA. 20+00 - 21+95

STONE FILL, TYPE III
STA. 20+00 - 21+95

REMOVE AND RESET GUARDRAIL
STA. 12+92 - 13+32

SPECIAL PROVISION
(REMOVE AND RESET RAILROAD TRACKS)
STA. 13+23 - 14+01



**CV PROPERTIES, INC.
JOINED BY
NEW ENGLAND CENTRAL
RAILROAD, INC.**

**WINOOSKI VALLEY
PARK DISTRICT**

**CV PROPERTIES, INC.
JOINED BY
NEW ENGLAND CENTRAL
RAILROAD, INC.**

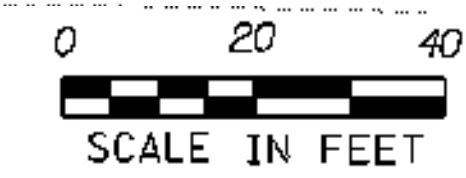
- NOTES:**
- REMOVAL OF EXISTING DROP INLET IN THE ROADWAY (DI-1) WILL BE AT THE RESIDENT ENGINEER'S DISCRETION AND SHALL BE PAID FOR UNDER 204.21 - TRENCH EXCAVATION OF ROCK.
 - REMOVAL OF EXISTING JUNCTION BOX SHALL BE PAID FOR UNDER ITEM NO. 204.21 - TRENCH EXCAVATION OF ROCK AND EXISTING PIPES SHALL BE PAID FOR UNDER ITEM NO. 204.20 - TRENCH EXCAVATION OF EARTH.
 - ANY TREE CLEARING WITHIN THE LIMITS OF THE HAUL ROAD SHALL BE MINIMIZED.
 - ANY DISTURBED AREA RELATED TO THE HAUL ROAD SHALL BE RESTORED TO PRE-CONSTRUCTION CONDITION.
 - CONSTRUCTION SHALL BE CONTAINED WITHIN THE LIMITS SHOWN ON THE PLAN.
 - CLEARING SHALL BE CONTAINED WITHIN THE CLEARING LIMITS SHOWN ON THE PLAN.
 - PAVEMENT REQUIRED AS PART OF INSTALLATION OF DROP INLET SHALL MEET THE REQUIREMENTS OF SECTION 406 AND PAYMENT SHALL BE INCIDENTAL TO ITEM NO. 604.18 - PRECAST REINFORCED CONCRETE DROP INLET WITH CAST IRON GRATE.
 - ALL GRANULAR BACKFILL SHALL MEET THE REQUIREMENTS OF 704.08A OF THE VERMONT STANDARD SPECIFICATIONS FOR CONSTRUCTION.

- P1 STA. 13+12.28 - STA. 13+10.17, LT.
CONSTRUCT NEW 24" X 68" CPEP 63'
INV. IN = 315.21, INV. OUT = 303.58'
CONSTRUCT NEW DI (DI-1) AT INLET, RIM = 323.50'
SEE NOTE 1 IN=314.48, OUT=302.8 NEW CB @ 322.0'
- P2 STA. 13+70.17, LT. - STA. 13+64.27, RT.
CONSTRUCT NEW 24" X 55" CSP 60'
INV. IN = 303.08', INV. OUT = 294.79'
CONSTRUCT NEW CB (CB-2) AT INLET, RIM = 310.03'
IN=302.3, OUT 294.91
- EX1 STA. 13+12.28, LT. - STA. 13+59.44, LT.
REMOVE EXISTING DRAINAGE PIPE AND STRUCTURE
SEE NOTE 2 FIRST 20' FILLED WITH CONTROLLED DENSITY FILL AND LEFT IN PLACE
- EX2 STA. 13+59.44, LT. - STA. 13+55.22, RT.
REMOVE EXISTING DRAINAGE PIPE AND STRUCTURE
SEE NOTE 2
- U1 STA. 21+01.38 - STA. 21+37.22, RT.
CONSTRUCT NEW 12" X 42" UNDERDRAIN
INV. IN = 220.01, INV. OUT = 219.18'
NEW 45° WYE CONNECTION AT U2 INLET
IN=222.3, OUT 220.6
- U2 STA. 21+25.37 - STA. 21+56.27, RT.
CONSTRUCT NEW 12" X 30" UNDERDRAIN 24'
INV. IN = 219.61, INV. OUT = 218.73'
NEW 45° WYE CONNECTION AT OUTLET
IN=221.3, OUT 219.7
- U3 STA. 21+37.22 - STA. 21+56.27, RT.
CONSTRUCT NEW 12" X 22" UNDERDRAIN 23'
INV. IN = 219.18', INV. OUT = 218.77'
CONNECT OUTLET WITH U4 INLET
IN=220.6, OUT 219.7
- U4 STA. 21+56.27 - STA. 22+04.73, RT.
CONSTRUCT NEW 12" X 48" UNDERDRAIN 20'
INV. IN = 218.45', INV. OUT = 217.50'
IN=219.7, OUT 218.4

UNDERDRAIN SLOPES & ELEVATIONS

ID	INV. IN	INV. OUT	SLOPE
U1	220.01	219.18	2.0%
U2	219.61	218.73	3.0%
U3	219.18	218.77	2.0%
U4	218.45	217.50	2.0%

STA+12.28 - STA+12.28 LT - LT
CONSTRUCT NEW 24" X 6" CPCEP
INV. IN = 315.21, INV. OUT = 314.48
USED EXISTING DI



PROJECT NAME: ESSEX
PROJECT NUMBER: STP 030-1(20)
FILE NAME: de206e.dgn
PROJECT LEADER: JLS
DESIGNED BY: CAA/MBL
LAYOUT PLAN
PLOT DATE: 13-MAY-2009
DRAWN BY: MBL
CHECKED BY: SDM
SHEET 7 OF 27