SEARSBURG – WILMINGTON

NHE 010-1 (18)

STA. 175+00 To 178+00

STA. 177+00 SHEET 377 OB. 435

Sta. 178+00± to Sta. 179+00±
Where necessary side slope rates should be modified to catch top of existing bank to avoid encroachment into the Deerfield River and damage to existing vegetation.

178+00
1554.75
Com Exc - 51 SF
177+52 RT. ~ 178+77 RT.
NEW 6" x 125' UNDERDRAIN
W/ FB @ 177+52 RT.

177+50
1555.38
-0.6849 %
1547.5
1547.0
Com Exc - 56 SF
177+50 LT. - RT.
NEW 6" x 79' UNDERDRAIN
CARRIER PIPE W/ FB @ 177+50 LT.

Sta. 177+40 RT.
Remove Existing 15" RCP

177+00
1556.08
1548.04
Com Exc - 109 SF

176+50
1557.00
1548.61
Com Exc - 79 SF

176+00
1558.00
1549.18
Com Exc - 101 SF

176+00 RT
BEGIN Steel Beam Guard Rail
END Manufactured Terminal Section - Flared

175+62.5 RT
BEGIN Manufactured Terminal Section - Flared
END Turnout Area

175+50
1559.00
1549.75
Com Exc - 140 SF

175+00
1560.00
1550.32
Com Exc - 122 SF

BANKING TRANSITION
SCALE:
1" = 50' HORIZ.
1" = 0.05' VERT.
D = 5°00' LT.
BANK = 0.071 FT/FT.

DRIVEWAY SECTION
175+15, 40' LT.

STA. 175+15 LT.
CONSTRUCT TYPE
A-1 (GRAVEL)
DRIVE - 20' WIDE

STA. 175+05

PAY LIMIT FOR STEEL BEAM GUARD RAIL

PAY LIMIT FOR M.T.S.

LINE OF NORMAL SHOULDER

TURNOUT AREA

FINAL SURVEY — NOTE BOOK NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

CROSS SECTION
MUFFEL & ESSER CO

SHEET 377 OF 435