NOTE : ACTUAL LOCATION OF PROPOSED ACCESS FOR DAM TO BE DETERMINED BY THE ENGINEER UPON CONSTRUCTION

MATCH LINE TO SHEET 16 OF 20

MATCH LINE TO SHEET 18 OF 20

BM VTAT DISK "DAM ONE" ELEV. 505.555'

REV.PI 201+23.23 = 201+46.36

SURV.PI 201+47.39 = 201+46.36

SURV. CURVE # 4 DATA
Δ = 67°-13'-03" LT.
D = 9°
R = 636.62'
T = 423.11'
L = 746.86'
E = 127.78'

REV. CURVE # 4 DATA
Δ = 71°-28'-02" LT.
D = 8°-30'
R = 674.07'
T = 484.97'
L = 840.79'
E = 156.33'
FULL BANK = 0.063 FT/FT

REV. 210+03
END PROJECT RSEGC RS0167(8)
BEGIN BRS0167(11)

SURV.POC 210+12.50

REV.POC 209+81.36 = TH 2 POT 29+92.68

SURV.POC 209+85.00 = TH 2 POT 30+00.00
Δ = 30° RT.

REV.POC 207+98.29 = TH 12 POBS 19+93.35

TH 12 REV. PI 20+84.07 = 20+63.83

TH 12 SURV. PI 21+40.00 = 21+16.85

TH 12 REV. PC 21+51.35

TH 12 SURV. PT 22+39.97

TH 12 SURV. PC 22+98.7

TH 12 REV. PT 23+59.11

TH 12 REV.PC 24+14.49

TH 12 REV.PT 25+33.72

TH 12 REV.POT 25+79.69 = TH 12 SURV.PT 25+48.62 = TH 12 TRAV.POT 66+60.87 EQ. +31.07

TH 12 SURV. PI 24+45.19 24+02.16

REV. 25+79.69
END TH 12 APPROACH CONSTRUCTION

SURV.PI 209+73.78 = 208+74.42

TBM#1 SIR 18" M EL. EV. 521.95'

REV.PI 209+60.75 = 208+31.60

TH 2 PI 30+34.00 = 30+83.18

SURV. CURVE # 3 DATA
Δ = 11°-45'-00" RT.
D = 4°-00'
R = 1432.40'
T = 147.39'
L = 293.75'
E = 7.56'

REV. CURVE # 3 DATA
Δ = 17°-59'-03" RT.
D = 6°-00'
R = 954.93'
T = 151.11'
L = 299.74'
E = 11.88'
FULL BANK = 0.077 FT / FT

FOR DRAINAGE REFERENCE ONLY

EXTRA DEPTH OF SUBBASE
REV. 210+00 ~ 210+53.82

EXTRA DEPTH OF BASE COURSE OF BIT. CONC. PAVE. (5")
REV. 210+00 ~ REV. 210+53.82

REMOVAL OF EXISTING FENCE
TH 2 30+25 ~ 31+50 RT.

REMOVAL AND DISPOSAL OF GUARD RAIL
REV. 195+00 LT. ~ REV. 199+40 LT.
REV. 199+30 LT. ~ REV. 200+10 LT.
REV. 200+25 LT. ~ REV. 206+60 LT.
REV. 206+90 LT. ~ REV. 207+10 LT.
TH 2 31+00 ~ 31+50 LT.

EXCAVATION OF SURFACES AND PAVEMENTS
AREA TO BE TOPSOILED, SEEDED AND MULCHED
REV. 205+50 LT. ~ REV. 207+00 LT.
TH 2 30+50 ~ 31+50 LT.

SCARIFYING PAVEMENT
REV. 198+50 LT. ~ 201+00 LT.

CONSTRUCT PAVED WALK
REV. 206+78 LT.

GRANULAR BORROW
REV. 210+21 ~ REV. 210+53

DRILLING AND BLASTING OF SOLID ROCK SUBGRADE
REV. 195+75 ~ REV. 196+25
REV. 200+00 ~ 204+50
REV. 205+50 ~ 207+00
TH 12 REV. 21+59 ~ REV. 22+30

STEEL BEAM GUARD RAIL
REV. 195+00 LT. ~ REV. 206+75 LT.
REV. 206+80 LT. ~ REV. 209+58 LT.
TH 2 30+23.5 ~ 30+48.5 LT.

GUARD RAIL APPROACH SECTION, TYPE I
REV. 209+58 LT. ~ REV. 210+08 LT.
TH 2 30+23.5 LT. ~ 210+53.82 RT.

TREATED TIMBER CURB
REV. 207+30 LT. ~ REV. 210+08 LT.

CONSTRUCT DRIVE
REV. STA. 198+50 RT. (16' GRAVEL)
REV. TH 12 25+75 RT. (GRAVEL)

CONSTRUCT PARKING AREA
REV. 205+90 LT. ~ REV. 207+05 LT.

PLANK RAIL
REV. 206+62 LT. ~206+97 LT.
REV. 207+55 LT. ~208+90 LT.

PLANK RAIL @ MIDDLESEX END OF BRIDGE IS BRS-0167(11) QUANTITY

STONE FILL, TYPE II (FOR SLOPE STABILIZATION)
REV. 195+00 RT. ~ REV. 197+50 RT.
REV. 205+00 RT. ~ REV. 205+50 RT.

○ DENOTES REMOVAL OF TREE OR STUMP

TH 12 SURV. CURVE #1 DATA
Δ = 60°-17'-30" RT.
D = 27°-01'-35"
R = 212.00'
T = 123.12'
L = 223.09'
E = 33.16'

TH 12 SURV. CURVE #2 DATA
Δ = 74°-57'-35" LT.
D = 29°-59'-58"
R = 190.99'
T = 146.45'
L = 249.87'
E = 49.68'

TH 12 REV. CURVE #1 DATA
Δ = 79°-00'-21" RT.
D = 76°-23'-40"
R = 75.00'
T = 61.83'
L = 103.42'
E = 22.20'

TH 12 REV. CURVE #2 DATA
Δ = 59°-31'-08" LT.
D = 28°-38'-52"
R = 200.00'
T = 114.35'
L = 207.76'
E = 30.38'

DATUM
VERTICAL _____
HORIZONTAL _____

0 50 100 200 300
SCALE IN FEET

FOR ROW USE ONLY

12-02-93	REVISION 23
06-16-93	REVISION 14 & 15

03-8053 1805 78E132 J. D. P.

SURVEYED BY NYE DATE 12/84
DRAWN BY MCCLURE DATE 5/90
SQUAD LEADER BRUCE BOYD
DESIGN FILE NO. z:fdot70.70JT8e132zzz.dgn
IPARM FILE T8e132dr3.i DATE PLOTTED 16-DEC-1993

MORETOWN
RS EGC RS 0167(9)
ROW SHEET 17 OF 20 SHEETS