

CONSTRUCT ACCESS DRIVE
REV. 198+05 LT. ~ REV. 199+30 LT. (APPROXIMATELY)
* NOTE: ACTUAL LOCATION OF PROPOSED ACCESS
FOR DAM TO BE DETERMINED BY THE
ENGINEER UPON CONSTRUCTION

BM
VTAT DISK
"DAM ONE"
ELEV. 505.555'

REV. CURVE #3 PI 201+23.23 =
201+20.75
SURV. CURVE #3 PI 201+47.39 =
201+46.36

SURV. CURVE #4 DATA
 $\Delta = 67^{\circ}13'-03''$ LT.
D = 9'
R = 636.62'
T = 423.11'
L = 746.86'
E = 127.78'

REV. CURVE #4 DATA
 $\Delta = 71^{\circ}28'-02''$ 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 R50167(9)
BEGIN PROJECT
BR50167(III)

MATCH TO SHEET #41

MATCH LINE REV. STA. 195+00

EXCAVATION OF SURFACES
AND PAVEMENTS
(AREA TO BE TOPSOILED,
SEEDED AND MULCHED)
REV. 205+35 LT. ~ REV. 205+75 LT.
27 REV. 206+50 LT. ~ REV. 206+90 LT.
(OLD BRIDGE APPROACH) 78
OLD TH 2 ~ SURV. 30+75 ~ 31+50 LT.
OLD TH 12 ~ REV. 21+86 ~ 22+50 RT.

SCARIFYING PAVEMENT
REV. 198+75 LT. ~ 201+00 LT.
REV. 205+75 LT. ~ 207+00 LT.
35 206+28
DRIVE GATE FOR WOVEN
WIRE FENCE
REV. STA. 198+50 RT. (16' WIDE)
(2 - 8' GATES W/ OPENING IN MIDDLE)
EROSION MATTING (ON SLOPE)
(ABOVE RETAINING WALL)
REV 195+00 ~ REV 197+93.97 RT

SCARIFYING PAVEMENT

DRILLING AND BLASTING OF
SOLID ROCK SUBGRADE
40 REV. 199+85 ~ REV. 204+75+47
REV. 205+25 ~ REV. 207+25+22
96 REV. 209+25 ~ REV. 210+25
* PAYMENT INCLUDED UNDER
THE MORETOWN-MIDDLESEX
BRS 0167(III) PROJECT
TH 12 REV. 21+75 ~ REV. 22+75
TH 12 REV. 23+85 ~ REV. 24+25
20+00 20+20
STEEL BEAM GUARD RAIL
REV. 195+00 LT. ~ REV. 209+81 LT.

CONSTRUCT DRIVE
REV. STA. 198+85 RT. (16' GRAVEL)
CONSTRUCT PARKING AREA
(PAVED)
(ISLAND TO BE TOPSOILED
AND SEEDED)
GRUBBING MATERIAL
REV. 198+00 LT. ~ REV. 202+00 LT.
REV. 205+00 RT. ~ REV. 205+50 RT.
REV. 208+00 LT. ~ REV. 209+50 LT.

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.
SURV. CURVE #3 DATA
 $\Delta = 17^{\circ}59'-03''$ RT.
D = 6'-00"
R = 954.93'
T = 151.11'
L = 299.74'
E = 11.88'
FULL BANK = 0.077 FT/FT

REMOVAL OF PAVEMENT,
BELOW SUBGRADE (0'-2')
(PAID AS COMMON EXCAVATION)
REV 197+93.97 ~ REV 198+75
ALUMINUM APPR. RAIL (MOD#2)
TH 2 30+73 LT. ~ REV 210+28 RT (75%).
ALUMINUM APPR. RAIL (MOD#1)
REV 209+81 ~ REV 210+06 LT (25%)
REV 210+28 ~ REV 210+53 RT (25%).

REMOVAL OF EXISTING FENCE
TH 2 30+25 ~ 31+50 RT.
TREATED TIMBER CURB
56 REV. 207+30 LT. ~ REV. 209+56 LT.
REV. 209+56 LT. ~ REV. 210+06 LT.
08
STONE FILL, TYPE II
(FOR SLOPE STABILIZATION)
REV. 205+00 RT. ~ REV. 205+90 RT.
75

GEOTEXTILE UNDER STONE FILL
REV. TH 12 20+34 LT. ~ 22+95 LT.
REV. TH 12 20+50 RT. ~ 22+30 RT.
REV. TH 12 23+00 LT. ~ 25+30 RT.

CONSTRUCT APPROACH
REV. POC 207+98.29 (TH 12)
REV. POC 209+81.36 (TH 2)
30" REINFORCED CONCRETE PIPE (MOD)
REV 207+60 ~ 207+82 LT
(BARRICADE AT END OF EXISTING BRIDGE;
REFER TO DETAIL ON SHEET # 183 OF PLANS)
COST OF THIS BARRICADE IS A MORETOWN-
MIDDLESEX BRS 0167(III) QUANTITY)

TH 12 SURV.
CURVE #1 DATA
 $\Delta = 60^{\circ}17'-30''$ RT.
D = 27'-01'-35"
R = 212.00'
T = 123.12'
L = 223.09'
E = 33.16'

TH 12 REV.
CURVE #1 DATA
 $\Delta = 79^{\circ}00'-21''$ RT.
D = 76'-23'-40"
R = 75.00'
T = 61.83'
L = 103.42'
E = 22.20'

TH 12 SURV.
CURVE #2 DATA
 $\Delta = 74^{\circ}57'-35''$ LT.
D = 29'-59'-52"
R = 191.00'
T = 146.45'
L = 249.87'
E = 49.68'

TH 12 REV.
CURVE #2 DATA
 $\Delta = 59^{\circ}31'-08''$ LT.
D = 28'-38'-52"
R = 200.00'
T = 114.35'
L = 207.76'
E = 30.38'

REMOVAL OF EXISTING FENCE
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REV. 205+00 RT. ~ REV. 205+90 RT.
75

REV. 25+79.69
END TH 12 APPROACH
CONSTRUCTION

TH 12 REV.
CURVE #3 DATA
 $\Delta = 34^{\circ}09'-18''$ LT.
D = 28'-38'-52"
R = 200.00'
T = 61.44'
L = 119.22'
E = 9.23'

TH #2 CURVE #1 DATA
 $\Delta = 56^{\circ}25'-35''$ LT.
D = 60'-00"
R = 95.493'
T = 51.231'
L = 94.044'
E = 12.87'

0 50 100
SCALE IN FEET

SURVEYED BY FANTONI DATE 1/87
DRAWN BY SQUAD B DATE 8/87
SQUAD LEADER DELLA SANTA
DESIGN FILE NO. /SQDB/84E058/DE058.DGN
IPARM FILE DE132L3 DATE PLOTTED 18-MAY-2000
PROJ. NAME MORETOWN
PROJ. NO. RSEGC-RS 0167(9)
SHEET 43 OF 243 SHEETS