

ANCHOR FOR STEEL BEAM RAIL
 VT RT. 2
 267+97.50 LT
 272+41.50 LT
 272+64.00 RT
 TH #9
 105+08.00 RT

US ROUTE 2 CURVE #1 DATA
 $\Delta = 44^\circ 30' 56''$
 $D = 9^\circ 00' 00''$
 $R = 636.6200'$
 $T = 260.55'$
 $L = 494.62'$
 $E = 51.25'$

REMOVAL AND DISPOSAL OF GUARDRAIL
 268+72 86.8' RT ~ 269+36 85.8' RT
 272+46 64.1' RT ~ 273+00 53.8' RT
 272+38 42.8' RT ~ 273+00 27.2' RT
 268+94 116.6' RT ~ 269+38 108.1' RT

GUARDRAIL APPROACH SECTION, GALVANIZED NETC 2 RAIL
 268+29.22 ~ 268+58.72 LT
 268+46.96 ~ 268+76.46 RT
 271+83+54 ~ 272+13.04 LT
 272+02.32 ~ 272+31.82 RT

BRIDGE RAILING, GALVANIZED NETC 2 RAIL
 268+58.72 ~ 271+83.54 LT
 268+76.46 ~ 272+02.32 RT

CHAIN-LINK FENCE, 6 FEET
 271+66.87 ~ 272+63.51 LT
 272+90.42 ~ 273+00.00 LT

CONSTRUCT DRIVE (PAVED)
 272+76.96 LT (30')

REMOVAL OF EXISTING FENCE
 271+91.00 ~ 273+00.00 RT

GATE FOR CHAIN LINK FENCE, 6 FEET
 272+63.51 ~ 272+90.42 LT

CURB DOWNSPOUT
 269+97.60 LT

CAST-IN-PLACE CONCRETE CURB, TYPE B
 SEE 'APPROACH RAILING DETAILS' FOR LENGTHS

STEEL BEAM GUARDRAIL, GALVANIZED

VT ROUTE 2
 267+90.80 ~ 268+29.22 LT
 267+00.00 ~ 268+46.96 RT
 272+13.04 ~ 272+47.29 LT
 272+31.82 ~ 272+70.47 RT
 TH #9
 105+01.44 ~ 106+06.50 RT

MAINLINE 271+43.50 = CHANNEL LINE 52+92.60 = 67°00'00" RT.

ML CURVE DATA
 $\Delta = 40^\circ 28' 28''$
 $D = 12^\circ 00' 00''$
 $R = 477.4648'$
 $T = 176.03'$
 $L = 337.29'$
 $E = 31.41'$
 $BANK = 0.040$

PROPOSED 90'x12'x 2' TREE BED FOR 7 TREES
 SEE LANDSCAPE TREE PLANTING DETAIL

15 FT X 10 FT BED SEE LANDSCAPE TREE PLANTING DETAIL

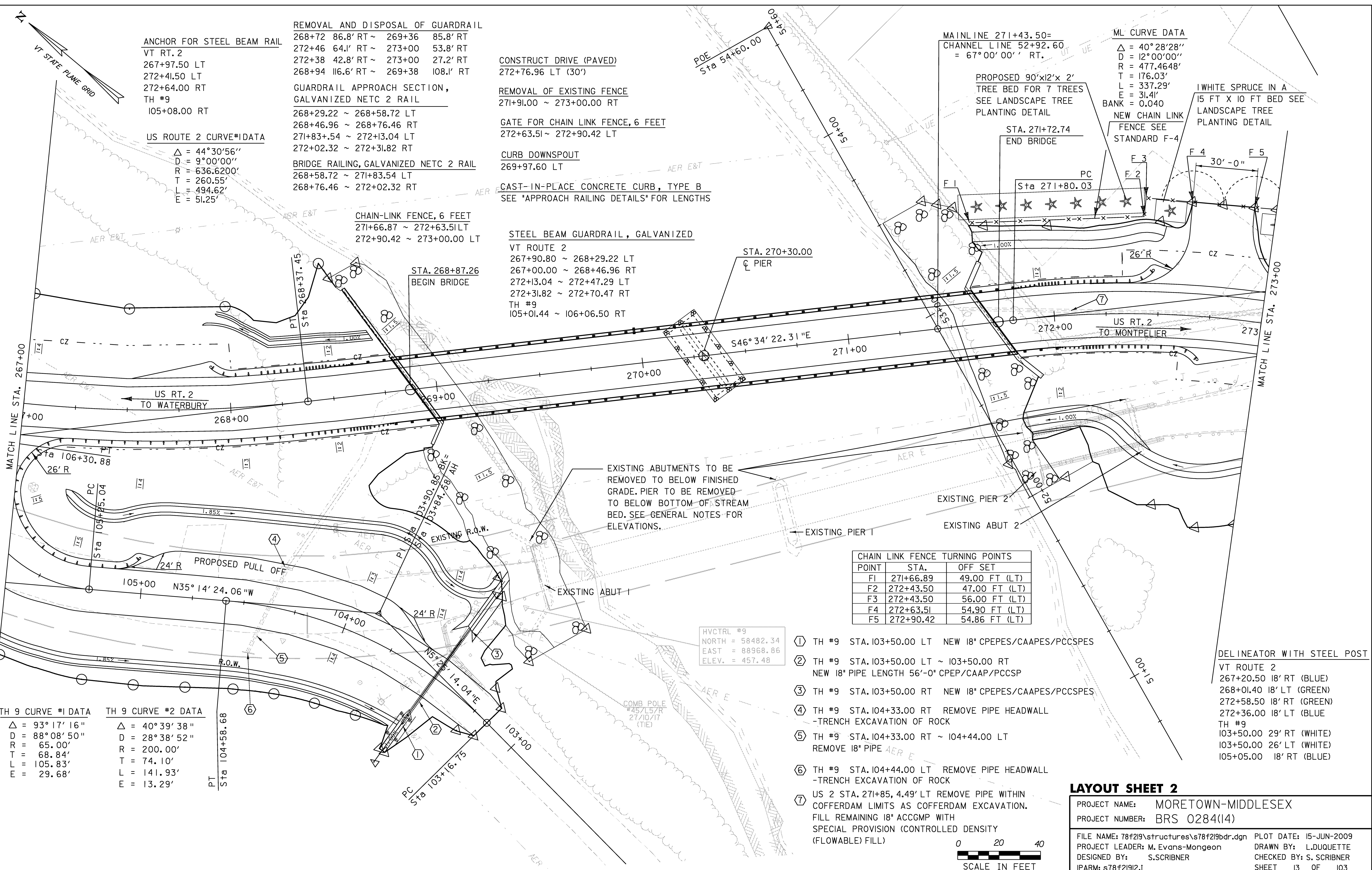
NEW CHAIN LINK FENCE SEE STANDARD F-4

STA. 271+72.74 END BRIDGE

Sta 271+80.03

F 3 F 2 F 4 F 5

30'-0"



TH 9 CURVE #1 DATA
 $\Delta = 93^\circ 17' 16''$
 $D = 88^\circ 08' 50''$
 $R = 65.00'$
 $T = 68.84'$
 $L = 105.83'$
 $E = 29.68'$

TH 9 CURVE #2 DATA
 $\Delta = 40^\circ 39' 38''$
 $D = 28^\circ 38' 52''$
 $R = 200.00'$
 $T = 74.10'$
 $L = 141.93'$
 $E = 13.29'$

EXISTING ABUTMENTS TO BE REMOVED TO BELOW FINISHED GRADE. PIER TO BE REMOVED TO BELOW BOTTOM OF STREAM BED. SEE GENERAL NOTES FOR ELEVATIONS.

POINT	STA.	OFF SET
F1	271+66.89	49.00 FT (LT)
F2	272+43.50	47.00 FT (LT)
F3	272+43.50	56.00 FT (LT)
F4	272+63.51	54.90 FT (LT)
F5	272+90.42	54.86 FT (LT)

- ① TH #9 STA. 103+50.00 LT NEW 18" CPEPES/CAAPES/PCCSPES
- ② TH #9 STA. 103+50.00 LT ~ 103+50.00 RT NEW 18" PIPE LENGTH 56'-0" CPEP/CAAP/PCCSP
- ③ TH #9 STA. 103+50.00 RT NEW 18" CPEPES/CAAPES/PCCSPES
- ④ TH #9 STA. 104+33.00 RT REMOVE PIPE HEADWALL - TRENCH EXCAVATION OF ROCK
- ⑤ TH #9 STA. 104+33.00 RT ~ 104+44.00 LT REMOVE 18" PIPE AER E
- ⑥ TH #9 STA. 104+44.00 LT REMOVE PIPE HEADWALL - TRENCH EXCAVATION OF ROCK
- ⑦ US 2 STA. 271+85, 4.49' LT REMOVE PIPE WITHIN COFFERDAM LIMITS AS COFFERDAM EXCAVATION. FILL REMAINING 18" ACCGMP WITH SPECIAL PROVISION (CONTROLLED DENSITY (FLOWABLE) FILL)

DELINEATOR WITH STEEL POST
 VT ROUTE 2
 267+20.50 18' RT (BLUE)
 268+01.40 18' LT (GREEN)
 272+58.50 18' RT (GREEN)
 272+36.00 18' LT (BLUE)
 TH #9
 103+50.00 29' RT (WHITE)
 103+50.00 26' LT (WHITE)
 105+05.00 18' RT (BLUE)

LAYOUT SHEET 2

PROJECT NAME: MORETOWN-MIDDLESEX
 PROJECT NUMBER: BRS 0284(14)
 FILE NAME: 78f219\structures\78f219bdr.dgn PLOT DATE: 15-JUN-2009
 PROJECT LEADER: M. Evans-Mongeon DRAWN BY: L. DUQUETTE
 DESIGNED BY: S. SCRIBNER CHECKED BY: S. SCRIBNER
 IPARM: s78f21912.I SHEET 13 OF 103

