

**CONSTRUCT DRIVE**

Lt Rt  
 552+75 552+54  
 553+40 553+28  
 554+20

**REMOVE AND RESET MAILBOX**

553+60 Lt } See Note on Cross Sections  
 553+63 Lt }

Vt. 22A POST 549+98.29 =  
 Old Vt 17 (East) POT 10+00.00

Rev. 549+00  
 Begin Approach

Rev. 549+50  
 End Approach -  
 Begin Project  
 HES 017-1(4)S

Surv. P.O.T. 549+00 =  
 Rev. P.O.T. 549+00 Lt. 4.5'

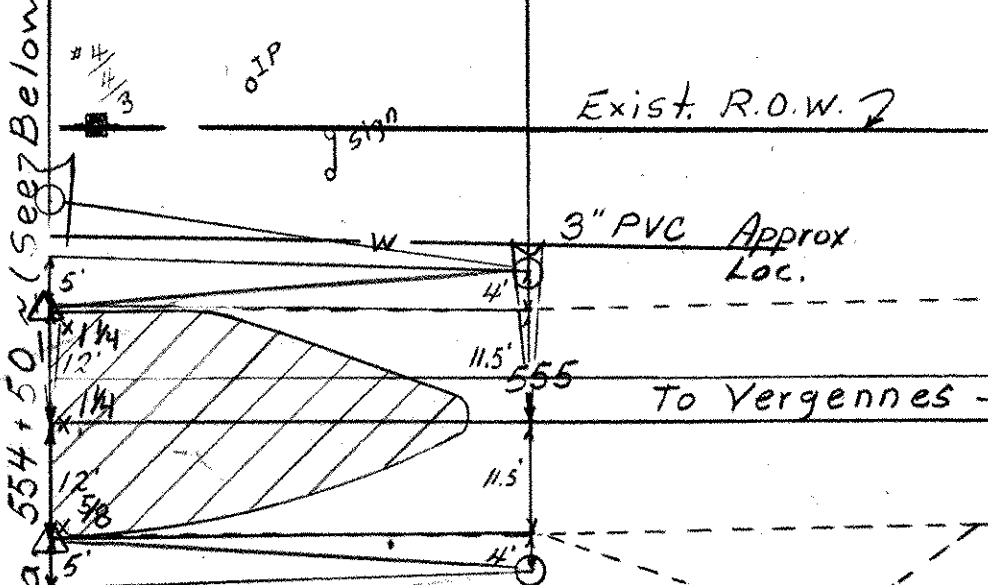
B.M. EGM 19  
 Diso Top 5480  
 U.S. G.S. Elev.  
 290.20

**CAST-IN-PLACE CEMENT CONCRETE CURB, TYPE A**

2 552+33 Rt ~ Vt 17 (East) 10+50 Lt.  
 2 552+73 Rt ~ 553+06 Rt. (Island)  
 2 553+46 Rt. ~ 553+75 Rt.  
 2 553+58 Lt. ~ 554+09 Lt. (Island)

Rev. 554+50  
 End Project  
 HES 017-1(4)S  
 Begin Approach

Rev. 555+00  
 End Approach



N 21° 30' E

To Bridport

Vt. Rte. #22-A POC 548+00.00

Vt. Rte. 22-A Curve Data  
 PI 545+82.90 = 545+82.10  
 $\Delta = 5^\circ - 11' - 00''$  Rt  
 $D = 0^\circ - 27' - 00''$   
 $R = 12732.43$   
 $T = 576.34$   
 $L = 1151.84$   
 (Chord Def.)

**Schedule A (Cores)**

Core #	Station	Offset	Exist. Depth	Cold Plane	New Pav.	Final Depth
1.	554+45	Lt 3'	6 1/2	1 1/4	1 1/4	6 1/2
2.	553+53.5	Lt 4.5'	7 1/2	3 1/2	1 1/4	7 1/2
3.	552+00	Lt 5.5'	6 3/4	4	1 1/4	6 3/4
4.	549+92.5	Rt 9.5'	3 1/2	1	1 1/4	3 1/2
5.	549+43	Rt 1.5'	3	1 1/4	1 1/4	3

Vt. Rte. #17 East Curve Data  
 PI 13+36.76 = 13+32.65  
 $\Delta = 19^\circ - 16' - 30''$  Rt  
 $D = 4^\circ - 30''$   
 $R = 1273.24$   
 $T = 216.22$   
 $L = 428.33$

Match Line Sta. 11+50 ~ SEE SHEET 13 OF 47

**COLD PLANING DETAIL**

**LEGEND**

- Areas to be Cold Planed 4 Depths of Cuts Indicated in Inches
- Location of Existing Pavement Cored (See Schedule "A", Left)

SURVEYED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 DRAWN BY \_\_\_\_\_ DATE \_\_\_\_\_  
 TRACED BY \_\_\_\_\_ DATE 10-84

ADDISON  
 PROJ. HES NO. 017-1(4)S  
 SHEET 16 OF 47  
 SHEET 446 OF 477

DATUM  
 VERTICAL NGVD 1929  
 HORIZONTAL N/A

