

PL NOTE NO.

SHEET 9 OF 10

VERMONT RAILWAY, INC.

TH 35 CURVE DATA

PI 0+77.60 =
 0+67.24 (N27°22'52"W)
 $\Delta = 78°34'53"$ LT
 D = 146°32'41"
 R = 39.10
 T = 31.99
 L = 53.62
 E = 11.42
 BANK N/A

REV. 18+40 RT. - CH. 51+00
 NEW 18" X 152' CPEP(SL)
 166' PRC =

TH 35 CURVE DATA

PI 1+67.06
 (N27°22'52"W) =
 1+66.59 (N15°44'02"W)
 $\Delta = 11°38'50"$ RT
 D = 08°36'56"
 R = 665.03
 T = 67.83
 L = 135.19
 E = 3.45

105' RT
 PT = 2

PI=3+02.83
 DEFL. = 1'-54"
 (30:1 TAPER)
 CHAN. LINE POT 53+00.00

DATUM
 VERTICAL NGVD 1929
 HORIZONTAL N/A

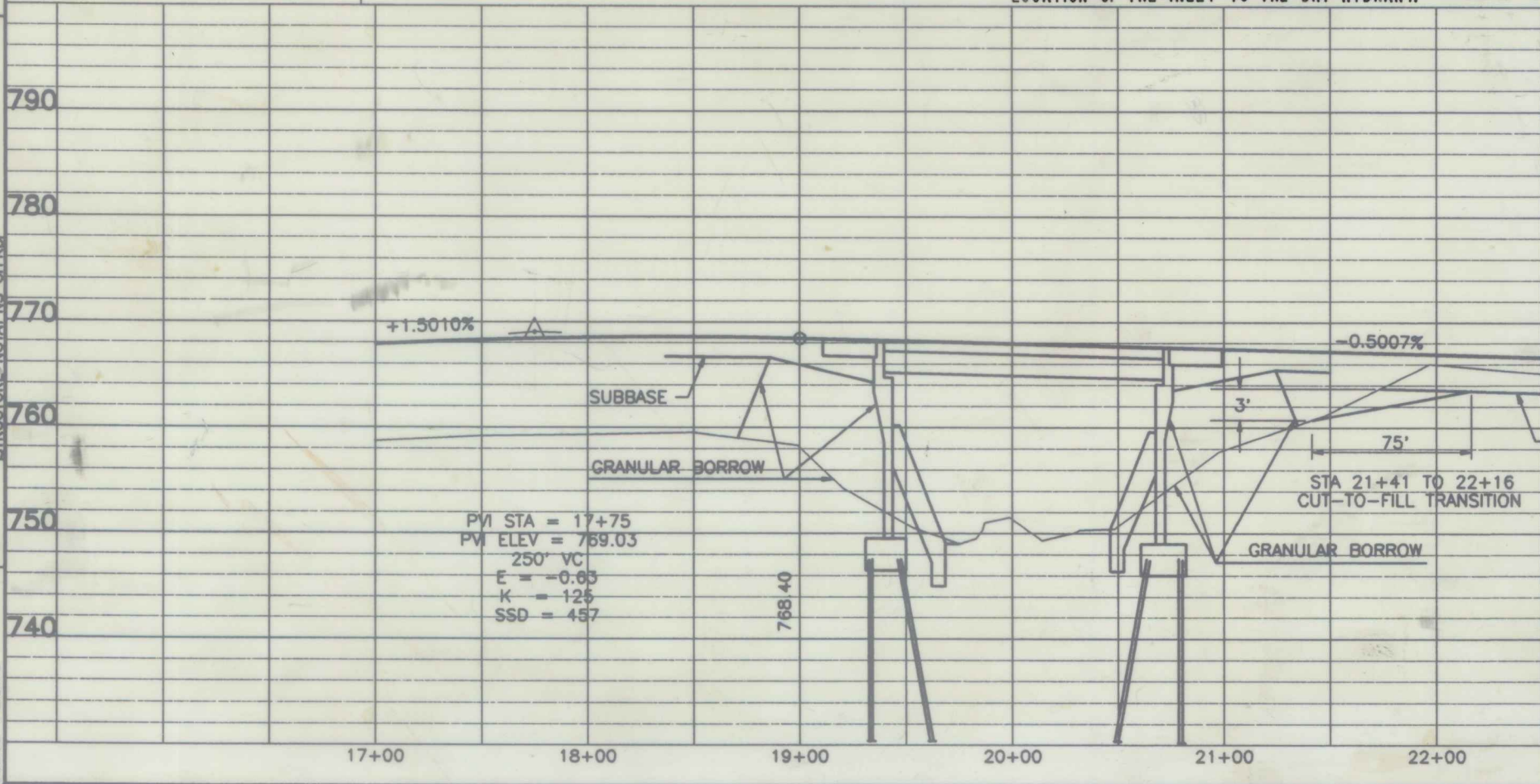
BEGIN MAINT. AGREE. AREA NO. 1
 REV. STA. 18+66 15' RT.

TH 35 1+95 LT.
 NEW DRY HYDRANT
 MATERIALS TO BE SUPPLIED BY THE RANDOLPH
 FIRE DEPARTMENT. PRIOR TO INSTALLATION,
 RANDOLPH FIRE CHIEF, A REPRESENTATIVE
 FROM THE AGENCY OF NATURAL RESOURCES
 AND THE RESIDENT ENGINEER WILL MEET ON
 THE PROJECT TO DECIDE ON THE EXACT
 LOCATION OF THE INLET TO THE DRY HYDRANT.

END
 TH#
 END M
 BEGIN
 REV. S

DATE	
BY	
SURVEYED	
PLOTTED	
GRADES CHECKED	
B.M.'s NOTED	
STRUCTURE NOTATIONS CHECKED	
PROFILE	
NOTE BOOK NO.	

90282-PL.DWG



PVI STA = 17+75
 PVI ELEV = 769.03
 250' VC
 E = -0.63
 K = 125
 SSD = 457

STA 21+41 TO 22+16
 CUT-TO-FILL TRANSITION