



TH #75 CURVE #2 DATA
 $\Delta = 19^{\circ}-18'-18''$ RT.
 R = 104.000
 T = 17.688
 L = 35.041
 E = 1.493
 BANK = REMOVE CROWN

CAST-IN-PLACE CONCRETE CURB, TYPE B
 ML 5+050 LT. - ML 5+108 LT.
 TH #75 3+008 RT. - ML 5+220 LT.
 TH #75 3+015 RT. - TH #75 3+040 RT.
RELOCATE MAILBOX, SINGLE SUPPORT
 TH #1 0+020 LT. (2)

PORTLAND CEMENT CONCRETE SIDEWALK, 125 MM
 ML 5+050 LT. - ML 5+108 LT.
CONST. SIDEWALK RAMP, TYPE I
W/ DETECTABLE WARNING SURFACE
 ML 5+050 LT.
 ML 5+163 LT.
REMOVAL OF EXISTING CURB
 TH #1 0+021 RT.
CAST-IN-PLACE CONCRETE CURB, TYPE A (100 MM REVEAL)
 ML 5+030 RT. - TH #1 0+024 RT. 0+006.3
 TH #1 0+023.4-0+045.3 RT. TH #75 PI STA 3+015.947 BK=

TH #75 CURVE #1 DATA
 $\Delta = 69^{\circ}-45'-25''$ LT.
 R = 22.878
 T = 15.947
 L = 27.853
 E = 5.009
 BANK = VARIES

COLD PLANING - BITUMINOUS PAVEMENT
 ML 5+030 - ML 5+044
REINFORCED CONCRETE RETAINING WALL
 ML 5+200 LT. - ML 5+220 LT.
 TH #1 0+022 - 0+034 LT.
RETAINING WALL (SOLDIER PILE RETAINING WALL)
 ML 5+205 LT. - ML 5+220 LT.

CONSTRUCT DRIVES
 ML 5+070 RT. - 6.7 M WIDE, GRAVEL
 ML 5+080 RT. - 3.4 M WIDE, GRAVEL
 TH #1 0+010 RT. - 4.0 M WIDE, PAVED
 TH #1 0+015 RT. - 11.0 M WIDE, PAVED
 TH #1 0+050 LT. - 3.8 M WIDE, GRASSED-GRAVEL
 SEE SHEETS 47, 117 & 118 FOR DETAILS
 TH #75 3+011 RT. - 4.8 M WIDE, GRAVEL

VT. 110 CURVE #1 DATA
 $\Delta = 29^{\circ}-26'-50''$ LT.
 R = 100.000
 T = 26.279
 L = 51.395
 E = 3.395
 BANK = 0.020 M/M

TH #75 PI STA 3+057.300 BK=
 STA 3+056.964 AH
 BK BRG $S75^{\circ}30'54''$ W
 AH BRG $N85^{\circ}10'48''$ W

ML POC 5+115.000 =
CHANNEL POT 20+062.000
 $\Delta = 39^{\circ}00'00''$ RT
ML STA 5+111.906
STOP ROADWAY
BEGIN BRIDGE

DETOUR CURVE #2 DATA
 $\Delta = 44^{\circ}-55'-40''$ RT.
 R = 40.000
 T = 16.539
 L = 31.365
 E = 3.284
VT 110 CURVE #2 DATA
 $\Delta = 29^{\circ}-07'-22''$ RT.
 R = 100.000
 T = 25.976
 L = 50.829
 E = 3.319
 BANK = 0.040 M/M

TH #1 CURVE DATA
 $\Delta = 12^{\circ}-21'-19''$ LT.
 R = 55.000
 T = 5.953
 L = 11.860
 E = 0.321
 BANK = VARIES

STONE FILL, TYPE I
 TH #75 3+013 RT. - TH #75 3+040 RT.
STONE FILL, TYPE II
 ML 5+048 LT. - ML 5+102 LT.
 TH #1 0+024 LT. - TH #1 0+045 LT.
STONE FILL, TYPE IV
 CHANNEL 20+028 RT. - 20+081 RT.
 ML 5+131 LT. - ML 5+149 RT.
 ML 5+142 LT. - ML 5+200 RT.
DRY RUBBLE MASONRY
(FIRE DEPARTMENT ACCESS TO RIVER)
 SEE SHEET 125 FOR DETAILS
 CHANNEL 20+046 RT. - 20+050 RT.

REMOVAL OF SURFACES AND PAVEMENTS (PLACE 100MM TOPSOIL, SEED, FERTILIZER, LIMESTONE AND HAY MULCH)
 ML 5+082 RT. - TH #1 0+009 RT.
 ML 5+180 LT. - ML 5+190 LT.
SNOW FENCE (MOD.)
 DETOUR 30+010 RT. - DETOUR 30+040 RT.
 PLACEMENT TO BE COORDINATED WITH ADJUTING PROPERTY OWNER.

GUARDRAIL APPROACH SECTION, NETC 2 RAIL (MOD.)
 ML 5+091 LT. - ML 5+102 LT.
 ML 5+178 RT. - ML 5+189 RT.
 TH #1 0+034 LT. - TH #1 0+040 LT.
 (INCL FLARED BACK SECTION)
 TH #75 3+015 LT. - TH #75 3+026 LT.
REMOVAL AND DISPOSAL OF GUARDRAIL
 ML 5+049 LT. - ML 5+107 LT.
 ML 5+167 LT. - TH #75 3+008 LT.
 ML 5+177 RT. - ML 5+202 RT.
 TH #1 0+014 LT. - TH #1 0+038 LT.
GATE FOR CHAIN-LINK FENCE, 1.2 M
 TH #1 0+047 - TH #1 0+050 LT.
 6.1 M OPENING - DOUBLE GATE

CAST IN PLACE CONCRETE BRIDGE RAIL
 ML 5+102 LT. - TH #75 3+015 LT.
 TH #1 0+022 LT. - ML 5+178 RT.
BOX BEAM GUARDRAIL (MOD.)
 ML 5+051 LT. - ML 5+091 LT.
 TH #1 0+040 LT. - TH #1 0+048 LT.
 TH #75 3+026 LT. - TH #75 3+043 LT.
 ML 5+189 RT. - ML 5+220 RT.
PLANK RAIL
 CHANNEL 20+025 LT. - 20+046 LT.
 CHANNEL 20+050 LT.
REMOVAL AND DISPOSAL OF GUIDE POSTS
 TH #1 0+022 RT.
 ML 5+185 LT.
 ML 5+210 RT.

BRIDGE RAIL - GALV. BOX BEAM/PEDESTRIAN (MOD.)
 TH #1 0+022 LT. - 0+034 LT.
BRIDGE RAIL - 1 RAIL GALV. BOX BEAM (MOD. - HAND RAIL)
 ML 5+106 - 5+163 LT.
 ML 5+119.22 - 5+174 RT.
CEDAR LOG RAIL (MOD.)
 ML 5+200 - 5+220 LT. (ABOVE LOWER WALL)
 ML 5+205 - 5+220 LT. (ABOVE UPPER WALL)

NOTE: SEE DRAINAGE SHEET 48



PROJECT NAME:	TUNBRIDGE	FILE NAME:	se063bdr.dgn	PLOT DATE:	4/27/2005
PROJECT NUMBER:	BRS 0169(6)	PROJECT LEADER:	W. HUSBAND	DRAWN BY:	J. WARNER
DESIGNED BY:	VTRANS / CLD	CHECKED BY:		SHEET	38 OF 128