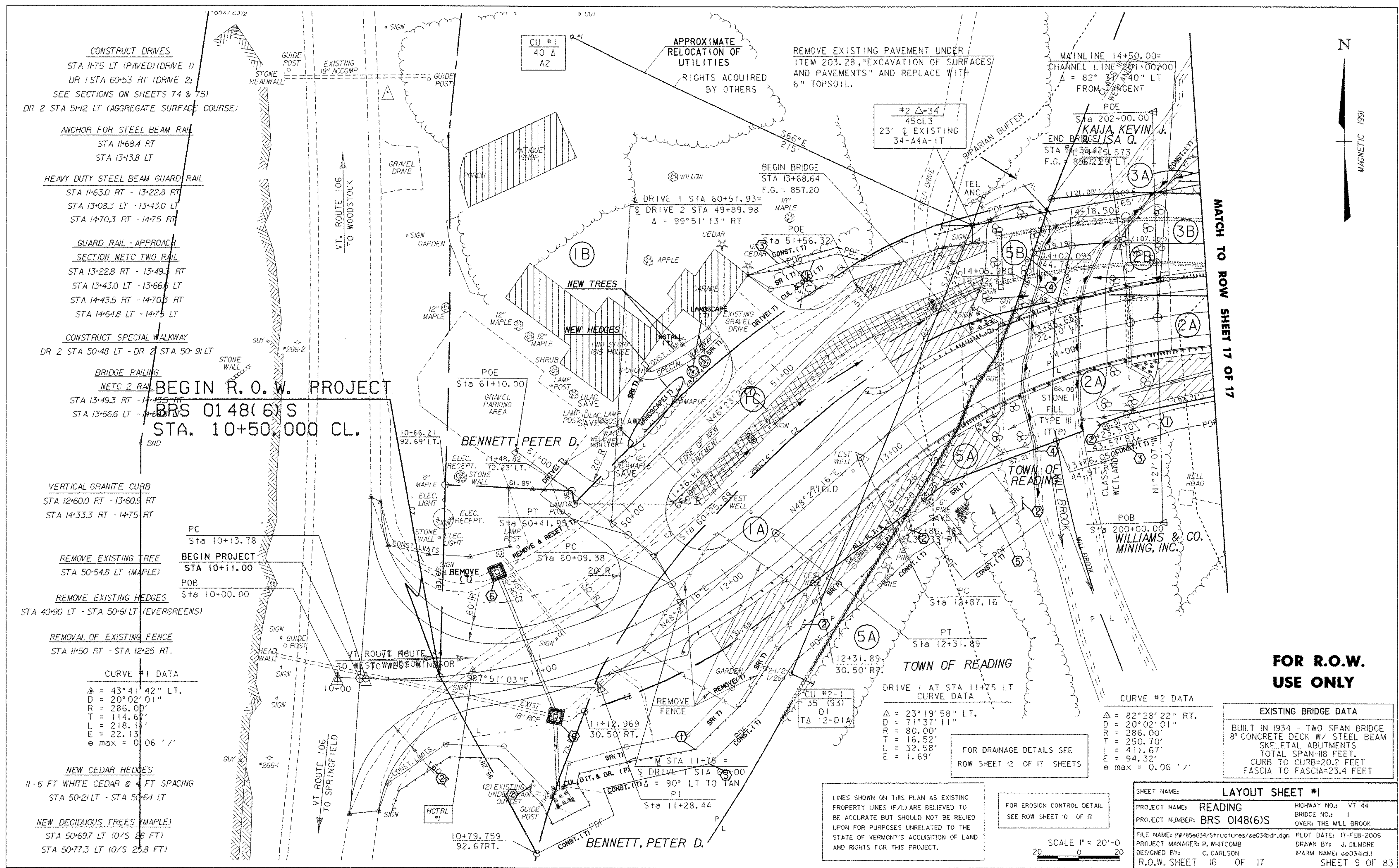




MATCH TO ROW SHEET 17 OF 17



CONSTRUCT DRIVES
 STA 11+75 LT (PAVED) (DRIVE 1)
 DR 1 STA 60+53 RT (DRIVE 2;
 SEE SECTIONS ON SHEETS 74 & 75)
 DR 2 STA 51+2 LT (AGGREGATE SURFACE COURSE)

ANCHOR FOR STEEL BEAM RAIL
 STA 11+68.4 RT
 STA 13+13.8 LT

HEAVY DUTY STEEL BEAM GUARD RAIL
 STA 11+63.0 RT - 13+22.8 RT
 STA 13+08.3 LT - 13+43.0 LT
 STA 14+70.3 RT - 14+75 LT

GUARD RAIL - APPROACH SECTION NETC TWO RAIL
 STA 13+22.8 RT - 13+49.3 RT
 STA 13+43.0 LT - 13+66.6 LT
 STA 14+43.5 RT - 14+70.3 RT
 STA 14+64.8 LT - 14+75 LT

CONSTRUCT SPECIAL WALKWAY
 DR 2 STA 50+48 LT - DR 2 STA 50+91 LT

BRIDGE RAILING
 NETC 2 RAIL

VERTICAL GRANITE CURB
 STA 12+60.0 RT - 13+60.9 RT
 STA 14+33.3 RT - 14+75 RT

REMOVE EXISTING TREE
 STA 50+54.8 LT (MAPLE)

REMOVE EXISTING HEDGES
 STA 40+90 LT - STA 50+61 LT (EVERGREENS)

REMOVAL OF EXISTING FENCE
 STA 11+50 RT - STA 12+25 RT.

CURVE #1 DATA
 $\Delta = 43^\circ 41' 42''$ LT.
 $D = 20^\circ 02' 01''$
 $R = 286.00'$
 $T = 114.67'$
 $L = 218.11'$
 $E = 22.13'$
 $e \text{ max} = 0.06' /'$

NEW CEDAR HEDGES
 11-6 FT WHITE CEDAR @ 4 FT SPACING
 STA 50+21 LT - STA 50+64 LT

NEW DECIDUOUS TREES (MAPLE)
 STA 50+69.7 LT (10/S 25 FT)
 STA 50+77.3 LT (10/S 25.8 FT)

BEGIN R.O.W. PROJECT
 BRS 0148(6) S
 STA. 10+50.000 CL.

BENNETT, PETER D.

TOWN OF READING

WILLIAMS & CO. MINING, INC.

#2 $\Delta = 34^\circ$
 45cL3
 23' ϕ EXISTING
 34-A4A-1T

REMOVE EXISTING PAVEMENT UNDER
 ITEM 203.28, "EXCAVATION OF SURFACES
 AND PAVEMENTS" AND REPLACE WITH
 6" TOPSOIL.

BEGIN BRIDGE
 STA 13+68.64
 F.G. = 857.20

DRIVE 1 STA 60+51.93=
 DRIVE 2 STA 49+89.98
 $\Delta = 99^\circ 51' 13''$ RT

MAINLINE 14+50.00=
 CHANNEL LINE 201+00.00
 $\Delta = 82^\circ 28' 22''$ LT
 FROM TANGENT

POE
 STA 202+00.00
 KAJA KEVIN J.
 END BRIDGE
 STA 13+68.64
 F.G. = 857.20

**DRIVE 1 AT STA 11+75 LT
 CURVE DATA**
 $\Delta = 23^\circ 19' 58''$ LT.
 $D = 71^\circ 37' 11''$
 $R = 80.00'$
 $T = 16.52'$
 $L = 32.58'$
 $E = 1.69'$

CURVE #2 DATA
 $\Delta = 82^\circ 28' 22''$ RT.
 $D = 20^\circ 02' 01''$
 $R = 286.00'$
 $T = 250.70'$
 $L = 411.67'$
 $E = 94.32'$
 $e \text{ max} = 0.06' /'$

| EXISTING BRIDGE DATA | |
|---------------------------------|--|
| BUILT IN 1934 - TWO SPAN BRIDGE | |
| 8" CONCRETE DECK W/ STEEL BEAM | |
| SKELETAL ABUTMENTS | |
| TOTAL SPAN=118 FEET. | |
| CURB TO CURB=20.2 FEET | |
| FASCIA TO FASCIA=23.4 FEET | |

LINES SHOWN ON THIS PLAN AS EXISTING
 PROPERTY LINES (P/L) ARE BELIEVED TO
 BE ACCURATE BUT SHOULD NOT BE RELIED
 UPON FOR PURPOSES UNRELATED TO THE
 STATE OF VERMONT'S ACQUISITION OF LAND
 AND RIGHTS FOR THIS PROJECT.

FOR EROSION CONTROL DETAIL
 SEE ROW SHEET 10 OF 17

FOR DRAINAGE DETAILS SEE
 ROW SHEET 12 OF 17 SHEETS

SCALE 1" = 20'-0"
 20 0 20

| SHEET NAME: LAYOUT SHEET #1 | | |
|--|------------------------|--|
| PROJECT NAME: READING | HIGHWAY NO.: VT 44 | |
| PROJECT NUMBER: BRS 0148(6)S | BRIDGE NO.: 1 | |
| | OVER: THE MILL BROOK | |
| FILE NAME: PW/85e034/Structures/se034bdr.dgn | PLOT DATE: 17-FEB-2006 | |
| PROJECT MANAGER: R. WHITCOMB | DRAWN BY: J. GILMORE | |
| DESIGNED BY: C. CARLSON | IPARM NAME: se034dcl.1 | |
| R.O.W. SHEET 16 OF 17 | SHEET 9 OF 83 | |