

**CURVE NO. C1  
JUGHANDLE A**  
 P.I. STA. 21+28.03 BK.=  
 STA. 21+01.89 AHD.  
 N 690,021.41  
 E 311,052.50  
 $\Delta = 94^{\circ} 54' 29''$   
 $D = 114' 35' 30''$   
 $R = 50.00'$   
 $L = 82.82'$   
 $T = 54.48'$   
 $E = 23.94'$   
 P.C. STA. 20+73.55  
 N 689,993.63  
 E 311,099.37  
 P.T. STA. 21+56.37  
 N 690,065.72  
 E 311,084.19

**CURVE NO. C2  
RECORD C**  
 P.I. STA. 252+55.91 BK.=  
 STA. 252+33.77 AHD.  
 N 688,931.90  
 E 310,374.88  
 $\Delta = 23^{\circ} 26' 00''$   
 $D = 1' 45' 00''$   
 $R = 3274.17'$   
 $L = 1339.05'$   
 $T = 679.04'$   
 $E = 69.67'$   
 P.C. STA. 245+76.88  
 N 688,275.28  
 E 310,201.85  
 P.T. STA. 259+15.92  
 N 689,465.57  
 E 310,794.76

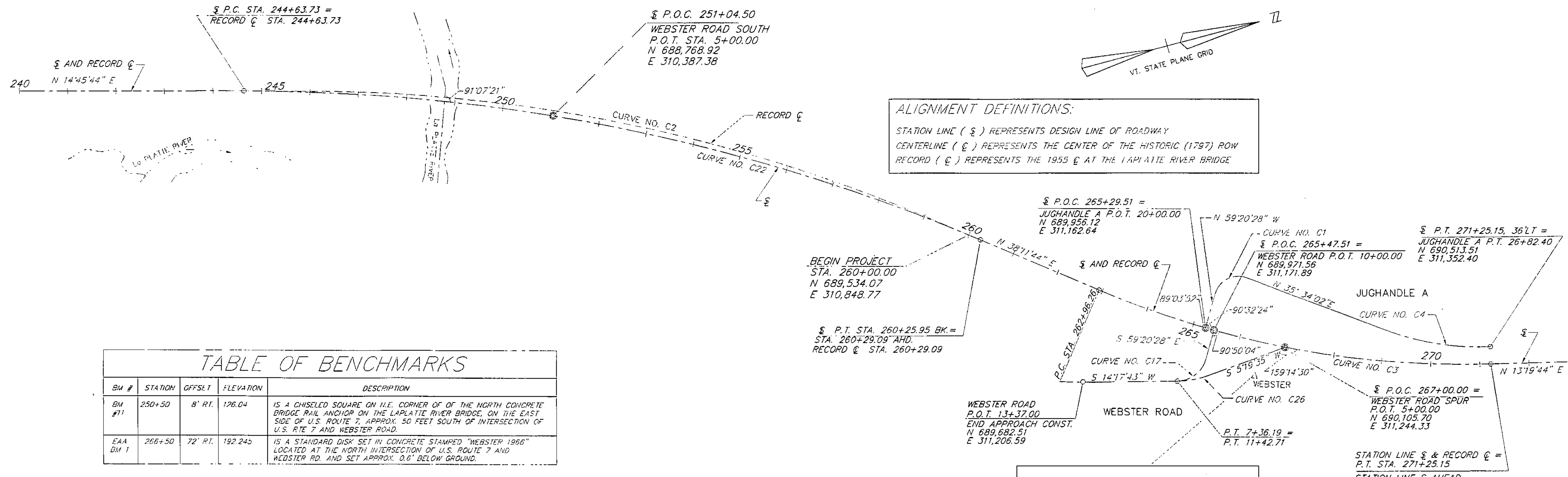
**CURVE NO. C22  
MAINLINE (U.S. ROUTE 7)**  
 P.I. STA. 252+55.91 BK.=  
 STA. 252+33.77 AHD.  
 N 688,931.90  
 E 310,374.88  
 $\Delta = 23^{\circ} 26' 00''$   
 $D = 1' 30' 00''$   
 $R = 3819.72'$   
 $L = 1562.22'$   
 $T = 792.18'$   
 $E = 61.28'$   
 P.C. STA. 244+63.73  
 N 688,165.87  
 E 310,173.02  
 P.T. STA. 260+25.95 BK.=  
 STA. 260+29.07 AHD.  
 N 689,554.48  
 E 310,864.72  
 BANK 0.021 FT. PER FOOT

**CURVE NO. C3  
MAINLINE (U.S. ROUTE 7)**  
 P.I. STA. 267+04.03 BK.=  
 STA. 267+04.03 AHD.  
 N 690,095.43  
 E 311,290.34  
 $\Delta = 24^{\circ} 52' 00''$   
 $D = 3' 00' 00''$   
 $R = 1910.08'$  (CHORD DEF.)  
 $L = 828.89'$   
 $T = 421.12'$   
 $E = 45.87'$   
 P.C. STA. 262+96.26  
 N 689,764.47  
 E 311,029.94  
 P.T. STA. 271+25.15  
 N 690,505.21  
 E 311,387.43  
 BANK 0.038 FT. PER FOOT

**CURVE NO. C4  
JUGHANDLE A**  
 P.I. STA. 25+78.55 BK.=  
 STA. 25+75.59 AHD.  
 N 690,409.13  
 E 311,329.75  
 $\Delta = 23^{\circ} 19' 26''$   
 $D = 11' 04' 19''$   
 $R = 517.48'$   
 $L = 210.66'$   
 $T = 106.81'$   
 $E = 10.91'$   
 P.C. STA. 24+71.74  
 N 690,322.25  
 E 311,267.83  
 P.T. STA. 26+82.40  
 N 690,513.51  
 E 311,352.40

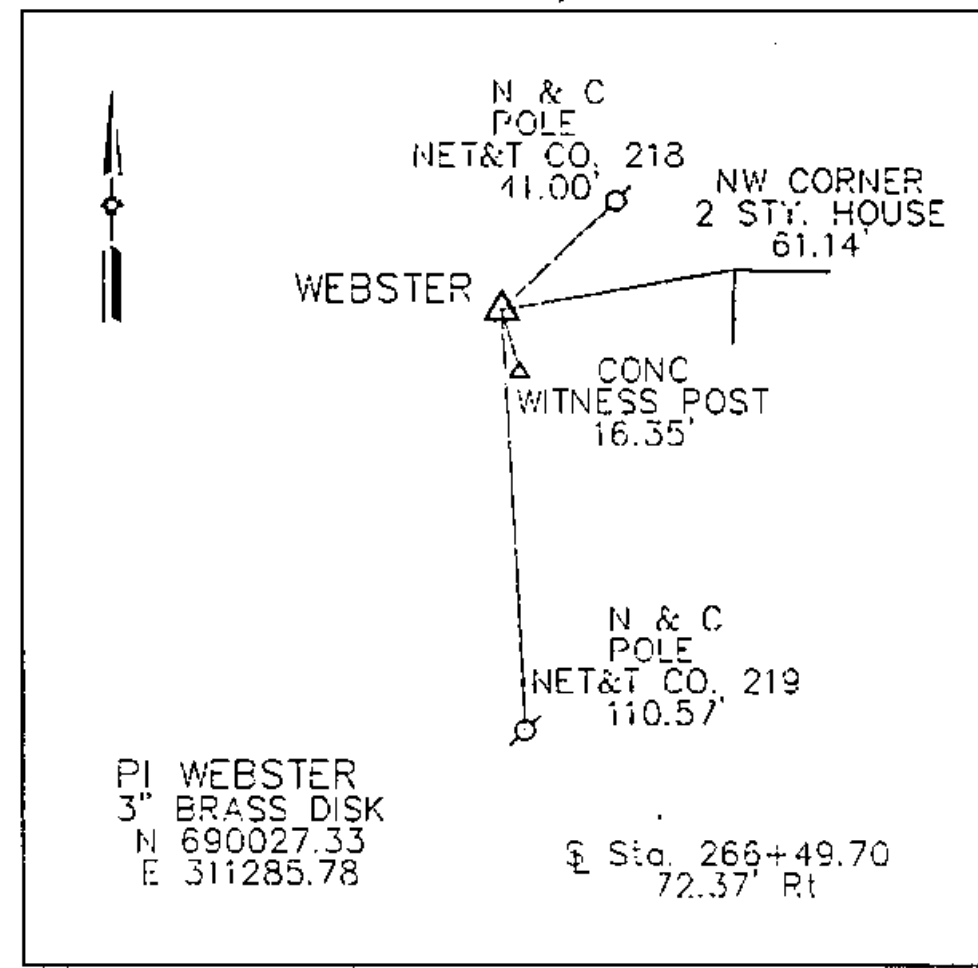
**CURVE NO. C17  
WEBSTER ROAD**  
 P.I. STA. 11+09.44 BK.=  
 STA. 10+96.30 AHD.  
 N 689,915.76  
 E 311,266.03  
 $\Delta = 73^{\circ} 38' 11''$   
 $D = 92' 24' 45''$   
 $R = 62.00'$   
 $L = 79.68'$   
 $T = 16.41'$   
 $E = 15.45'$   
 P.C. STA. 10+63.03  
 N 689,939.43  
 E 311,276.10  
 P.T. STA. 11+42.71  
 N 689,870.76  
 E 311,254.57

**CURVE NO. C26  
WEBSTER ROAD**  
 P.I. STA. 7+02.29 BK.=  
 STA. 7+01.60 AHD.  
 N 689,904.30  
 E 311,263.11  
 $\Delta = 19^{\circ} 37' 18''$   
 $D = 28' 38' 52''$   
 $R = 200.00'$   
 $L = 68.49'$   
 $T = 34.59'$   
 $E = 2.97'$   
 P.C. STA. 6+67.70  
 N 689,938.73  
 E 311,259.90  
 P.T. STA. 7+36.19  
 N 689,870.76  
 E 311,254.57



**ALIGNMENT DEFINITIONS:**  
 STATION LINE ( § ) REPRESENTS DESIGN LINE OF ROADWAY  
 CENTERLINE ( & ) REPRESENTS THE CENTER OF THE HISTORIC (1797) ROW  
 RECORD ( & ) REPRESENTS THE 1955 & AT THE LAPLATTE RIVER BRIDGE

TABLE OF BENCHMARKS				
B.M. #	STATION	OFFSET	ELEVATION	DESCRIPTION
B.M. #11	250+50	8' RT.	126.04	IS A CHISELED SQUARE ON N.E. CORNER OF OF THE NORTH CONCRETE BRIDGE RAIL ANCHOR ON THE LAPLATTE RIVER BRIDGE, ON THE EAST SIDE OF U.S. ROUTE 7, APPROX. 50 FEET SOUTH OF INTERSECTION OF U.S. RTE 7 AND WEBSTER ROAD.
EAA B.M. 1	266+50	72' RT.	192.245	IS A STANDARD DISK SET IN CONCRETE STAMPED "WEBSTER 1966" LOCATED AT THE NORTH INTERSECTION OF U.S. ROUTE 7 AND WEBSTER RD. AND SET APPROX. 0.6' BELOW GROUND.



**NOTE:**  
 HORIZONTAL DATUM IS NAD 1927  
 FROM VERMONT AGENCY OF TRANSPORTATION, VT.  
 TRANSVERSE MERCATOR PROJECTION. (1946)  
 GRID SCALE FACTOR = 1.000000  
 SEA LEVEL FACTOR USED (187.0') = 0.9999911

DATUM  
 VERTICAL NGVD 1929  
 HORIZONTAL NAD 1927

SCALE IN FEET  
 0 100 200

SHELburnE  
 SURVEYED BY V.S.C. INC. DATE \_\_\_\_\_  
 DRAWN BY E.A.A. INC. DATE \_\_\_\_\_  
 TRACED BY E.A.A. INC. DATE \_\_\_\_\_  
 PROJECT NH-ECC-019-4(27)  
 ALIGNMENT DRAWING NO. 1  
 SHEET NO. 14 OF 537

MATCH TO ALIGNMENT DRAWING NO. 2, STA. 273+00

4/13/04