

**REMOVING AND RESETTING FENCE**  
 50+34 ~ 50+42 LT  
 50+66 ~ 50+75 LT  
 50+95 ~ 51+00 LT

**EXCAVATION OF SURFACES AND PAVEMENTS**  
 REV. 45+00 ~ 45+47 LT (SIDEWALK)

**RELOCATE MAILBOX SINGLE SUPPORT**  
 48+40 RT

**DRILLING AND BLASTING OF SOLID ROCK SUBGRADE**  
 49+80 RT ~ 50+30 RT

**CONSTRUCT DRIVES**

**LEFT (PAVED)**  
 REV. 45+60 12' WIDE (GRAVEL)  
 REV. 46+54 16' WIDE (PAVED)  
 48+68 12' WIDE (PAVED)  
 49+33 14' WIDE (PAVED)  
 50+53 12' WIDE (PAVED)

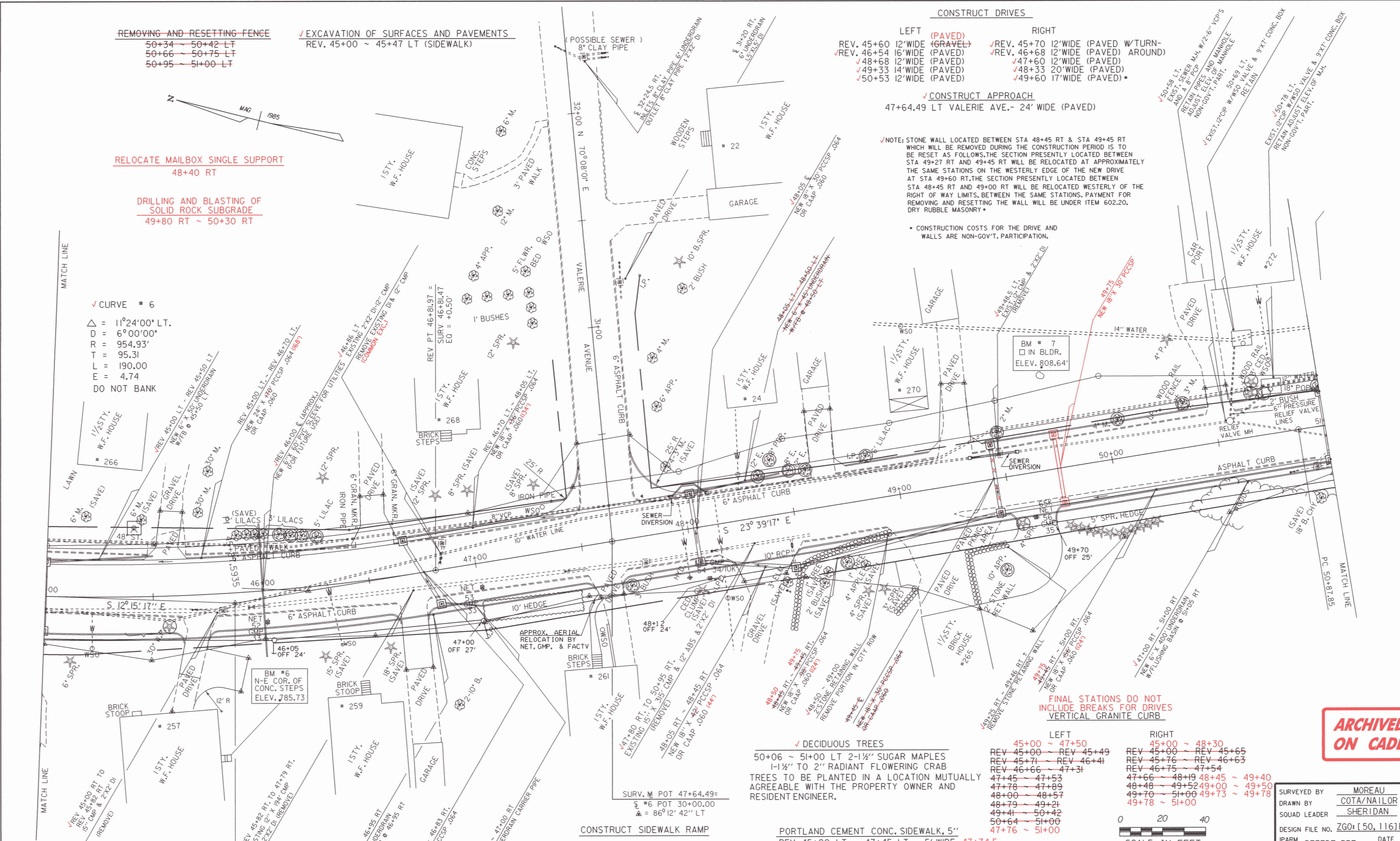
**RIGHT**  
 REV. 45+70 12' WIDE (PAVED W/TURN-AROUND)  
 REV. 46+68 12' WIDE (PAVED)  
 47+60 12' WIDE (PAVED)  
 48+33 20' WIDE (PAVED)  
 49+60 17' WIDE (PAVED)

**CONSTRUCT APPROACH**  
 47+64.49 LT VALERIE AVE. - 24' WIDE (PAVED)

**NOTE:** STONE WALL LOCATED BETWEEN STA 48+45 RT & STA 49+45 RT WHICH WILL BE REMOVED DURING THE CONSTRUCTION PERIOD IS TO BE RESET AS FOLLOWS. THE SECTION PRESENTLY LOCATED BETWEEN STA 49+27 RT AND 49+45 RT WILL BE RELOCATED AT APPROXIMATELY THE SAME STATIONS ON THE WESTERLY EDGE OF THE NEW DRIVE AT STA 49+60 RT. THE SECTION PRESENTLY LOCATED BETWEEN STA 48+45 RT AND 49+00 RT WILL BE RELOCATED WESTERLY OF THE RIGHT OF WAY LIMITS, BETWEEN THE SAME STATIONS, PAYMENT FOR REMOVING AND RESETTING THE WALL WILL BE UNDER ITEM 602.20, DRY RUBBLE MASONRY.

CONSTRUCTION COSTS FOR THE DRIVE AND WALLS ARE NON-GOV'T. PARTICIPATION.

**CURVE # 6**  
 $\Delta = 119^{\circ}24'00''$  LT.  
 $D = 6^{\circ}00'00''$   
 $R = 954.93'$   
 $T = 95.31$   
 $L = 190.00$   
 $E = 4.74$   
 DO NOT BANK



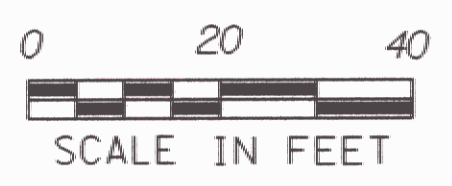
**DECIDUOUS TREES**  
 50+06 ~ 51+00 LT 2-1 1/2" SUGAR MAPLES  
 1-1/2" TO 2" RADIANT FLOWERING CRAB  
 TREES TO BE PLANTED IN A LOCATION MUTUALLY AGREEABLE WITH THE PROPERTY OWNER AND RESIDENT ENGINEER.

**CONSTRUCT SIDEWALK RAMP**  
 LEFT  
 47+42 (TYPE I)  
 47+95 (TYPE I)

**PORTLAND CEMENT CONC. SIDEWALK, 5'**  
 REV 45+00 LT ~ 47+45 LT - 5' WIDE 47+34.5  
 48+00 47+95 LT ~ 51+00 LT - 4' WIDE  
 47+34.4 ~ 47+45 LT 47+90 ~ 48+00 (4.42' W)  
 NOTE: WALK @ 47+55 RT WILL BE ADJUSTED AS DIRECTED BY THE ENGINEER TO MEET THE ELEVATION OF THE NEW DRIVEWAY.

**FINAL STATIONS DO NOT INCLUDE BREAKS FOR DRIVES VERTICAL GRANITE CURB**

LEFT	RIGHT
45+00 ~ 47+50	45+00 ~ 48+30
REV 45+00 ~ REV 45+49	REV 45+00 ~ REV 45+65
REV 45+71 ~ REV 46+41	REV 45+76 ~ REV 46+63
REV 46+66 ~ 47+31	REV 46+75 ~ 47+54
47+45 ~ 47+53	47+66 ~ 48+19 48+45 ~ 49+40
47+78 ~ 47+89	48+48 ~ 49+52 49+00 ~ 49+50
48+00 ~ 48+57	49+76 ~ 51+00 49+73 ~ 49+78
48+79 ~ 49+21	49+78 ~ 51+00
49+41 ~ 50+42	
50+64 ~ 51+00	
47+76 ~ 51+00	



○ DENOTES REMOVAL, GOV'T. PARTICIPATION  
 □ DENOTES REMOVAL, NON-GOV'T. PARTICIPATION

**DATUM**  
 VERTICAL NGVD 1929  
 HORIZONTAL N/A

REV PI 45+87.28 = 45+86.66

**ARCHIVED ON CADD**

SURVEYED BY MOREAU DATE 7-85  
 DRAWN BY COTA/NAILOS DATE 4-88  
 SQUAD LEADER SHERIDAN  
 DESIGN FILE NO. ZG0150,1161PATED.DGN; 1  
 IPARM FILE PETED7.PRF DATE PLOTTED 14-FEB-1996  
 PROJ. NAME MONTPELIER  
 PROJ. NO. MEGC M 6400(7)  
 SHEET 73 OF 355 SHEETS