

REV TH 1 CURVE 1
 Radius: 295.42
 Delta: 19° 46' 47.5" Left
 Degree of Curvature (Arc): 19° 23' 41.00"
 Length: 101.99
 Tangent: 51.51
 Chord: 101.48
 Banking: Normal

REV TH 1 CURVE 2
 Radius: 458.366
 Delta: 08° 43' 02.6" Right
 Degree of Curvature (Arc): 12° 30' 00.00"
 Length: 69.739
 Tangent: 34.94
 Chord: 69.67
 Banking: Normal

THIS SHEET IS A REVISION OF THE ORIGINAL SHEET #11 SHOWING THE REVISED ALIGNMENT AND ACTUAL LOCATION OF THE NEW DRAINAGE AND THE ACTUAL LIMIT OF STONE FILL AT ABUT 2

6" UNDERDRAIN (NOT SHOWN FOR CLARITY)
 STA 102+25 - STA 104+25 RT & LT
 (OUTLET AROUND WINGWALLS)

UNDERDRAIN FLUSHING BASIN
 STA 102+25 RT & LT

BEGIN APPROACH
 STA 101+50.00

END APPROACH
 BEGIN PROJECT
 STA 102+25.00

REV POT STA 103+07.00
 DRIVE STA 0+00.00
 $\Delta = 90^\circ$ RT

CHANNEL LINE POE
 STA 56+00.00

POE
 STA 27+90.97

PT
 STA 27+53.26

REV PI
 STA 108+80.00 BK =
 STA 108+79.86 AHD

REV PT
 STA 109+14.80

END APPROACH
 SIDELINE STA 25+15.00
 (MATCH ADJACENT PROJECT
 ROYALTON BRS 0147 (S) S)

REV POT STA 109+39.30
 SIDELINE STA 24+19.04

END PROJECT
 BEGIN APPROACH
 STA 109+38.55

REV POT STA 109+38.03 =
 VT 14 STA 24+10.04

VT 110 TO TUNBRIDGE

PI
 STA 24+48.91 BK =
 STA 24+32.97 AHD

END APPROACH
 SIDELINE STA 22+50.00

EXISTING BRIDGE INFORMATION
 STEEL THRU TRUSS WITH T-BEAM APPROACH SPANS
 SPANS (1) @ 200', (3) @ 47' - 404' OVERALL
 BUILT 1928 AS FR26A
 20' ROADWAY, 5' SIDEWALK UPSTREAM SIDE
 IRON AND CONCRETE RAIL

VT 14 CURVE 1
 Radius: 1145.92
 Delta: 31° 13' 54.44" Left
 Degree of Curvature (Arc): 5° 00' 00.00"
 Length: 624.64
 Tangent: 320.29
 Chord: 616.93
 Middle Ordinate: 42.30
 External: 43.92

PROJECT: ROYALTON PROJECT NO.: BRZ 1444(22)

DESIGN FILE NAME: 89j099/construction/asbuilt.dgn PLOT DATE: 27-MAR-2015 13:
 IPARM FILE NAME: asbuilt.i SURVEY DATE: 9/91
 SURVEYED BY: R. GILMAN DRAWN BY: D.G. BASSETT
 SQUAD LEADER: C.P. WILLIAMS SHEET: 11 REV OF 118
 40 SCALE LAYOUT SHEET

SEE SHEET 16 FOR DRAINAGE NOTES
 SEE SHEETS 67-69 FOR CURB AND RAILING LAYOUT

RELOCATE DRY HYDRANT
 FROM STA 104+22 - 50' RT
 TO STA 103+10 - 80' RT

REMOVING AND RESETTING FENCE
 STA 103+75 LT - 104+14 LT
 STA 104+80 LT +/-

REMOVAL OF EXISTING FENCE
 STA 104+65 LT - 104+75 LT

TEMP. AERIAL RELOCATION
 OWNED BY BELL ATLANTIC -
 NE TELEPHONE

REMOVE AND DISPOSAL OF GUARD RAIL
 STA 108+16 RT - STA 108+87 LT
 STA 107+80 RT - STA 108+60 RT

CONSTRUCT DRIVES
 STA 101+88 LT W/ 5' PAVED APRON (8' WIDE)
 STA 103+11 RT 2 WAY PAVED (24' WIDE)
 STA 102+50 LT COMMERCIAL W/ 16' PAVED APRON
 STA 103+23 LT PAVED WITH SIDEWALK RAMP (16' WIDE)

CONSTRUCT CONCRETE STAIRS
 WITH METAL HAND RAIL
 STA 103+45 LT (4' WIDE)

GATEPOSTS & STEEL FARMGATE
 STA 103+27 - 70' RT

TEMP. AERIAL RELOCATION OWNED
 BY CENTRAL VT PUBLIC SERVICE,
 BELL ATLANTIC - NE TELEPHONE
 POLE/SERVICE LINE TO RESIDENCE

REV PT
 STA 104+50.48

C PIER
 STA 106+30.00
 F.G. = 486.16

END BRIDGE
 STA 108+28.96
 F.G. = 482.46

REV PC
 STA 108+45.06

POST STA 104+35.00
 CHANNEL STA 53+00.00
 $\Delta = 80^\circ$ LT

BEGIN BRIDGE
 STA. 104+31.13
 F.G. = 481.91

REV PI
 STA 104+00.00 BK =
 STA 103+98.98 AHD

TEMP. AERIAL RELOCATION OWNED
 BY BELL ATLANTIC - NE TELEPHONE

EXIST. AERIAL FACILITY OWNED
 BY BELL ATLANTIC - NE TELEPHONE

PLAN

SCALE 1" = 40'-0"
 40 0 40

CHANNEL LINE POB
 STA 50+00.00

PC
 STA 21+28.62

POB
 STA 20+00.00

