

CONSTRUCT DRIVES
 STA. 10+71 RT. (18' WIDE)
 STA. 11+66 LT. (12' WIDE)
 STA. 12+00 RT. (14' WIDE)
 STA. 12+00 LT. (12' WIDE)
 PAVE 5' WIDE APRON @ EACH DRIVE

DEMOLITION & DISPOSAL OF BLDG.
 STA. 12+42 RT.

DURABLE 24" STOP BAR
 STA. 15+33 RT.

TRAFFIC SIGNS TYPE A
 STA. 15+31; 16' RT. (STOP SIGN)

NEW SIGN POST
 FLANGED CHANNEL SIGN POST
 STA. 15+31; 16' RT.

CURVE DATA NO. 1
 $\Delta = 20^{\circ}03'11''$ LT
 $D = 20'$
 $R = 286.48'$
 $T = 50.65'$
 $L = 100.27'$
 $E = 4.44'$
 $2T-L = 1.04'$
 BANKING = NORMAL

CURVE DATA NO. 2
 $\Delta = 43^{\circ}03'32''$ RT
 $D = 20'$
 $R = 286.48'$
 $T = 113.02'$
 $L = 215.29'$
 $E = 21.49'$
 $2T-L = 10.74'$
 BANKING = NORMAL

CURVE NO. 2
 $PI\ 12+37.57\ BK=$
 $12+26.83\ AH$
 $\Delta = 8^{\circ}55'24''$ LT
 $R = 114.59'$
 $T = 8.94'$

BEGIN R.O.W. PROJECT

BRZ 1445(19)
STA. 10+45 6.5' LT.

STA 11+49.7 LT-12+21.8 LT
 NEW 18"X78" (SEE PIPE OPTIONS)
 INLET EL. 446.45
 OUTLET EL. 443.00

POC 11+66.28=
 DRIVE POT 30+00
 $\Delta = 101^{\circ}09'45''$ LT

PC 11+24.55
 PT 11+19.89

END APPROACH
 BEGIN PROJECT
 11+00.00

POC 10+70.87=
 DRIVE POT 20+00
 $\Delta = 101^{\circ}17'25''$ RT

BEGIN APPROACH
 10+45.00

PC 10+19.62

INSTALL(T)
 EXISTING 3/4" W/L

BROWN NOVELTY CO., INC.

RELOCATE BARN
 STA. 12+95

EVERGREEN TREES
 24-6 FT WHITE CEDAR @ 4 FT SPACING,
 B&B, Thuja occidentalis (Nigra)
 STA. 14+37.5; 33.4' RT. TO
 STA. 15+29.4; 30.0' RT.

TRANSPLANTING SHRUBS
 STA. 11+74 LT. (LILAC)
 STA. 11+78 LT. (LILAC)
 STA. 12+41 LT. (LILY PATCH)

DEMPPEWOLFF,
 PETER A. & MARY KAY

DRIVE PI 50+56.46 BK=
 50+36.50 AH
 $\Delta = 90^{\circ}48'48''$ RT
 $R = 45'$
 $T = 45.64'$

PC 11+66.28=
 DRIVE POT 30+00
 $\Delta = 101^{\circ}09'45''$ LT

PC 11+24.55
 PT 11+19.89

END APPROACH
 BEGIN PROJECT
 11+00.00

POC 10+70.87=
 DRIVE POT 20+00
 $\Delta = 101^{\circ}17'25''$ RT

BEGIN APPROACH
 10+45.00

PC 10+19.62

INSTALL(T)
 EXISTING 3/4" W/L

BROWN NOVELTY CO., INC.

EXISTING BRIDGE DATA
 WOOD PLANK DECK W/WOOD RUNNERS
 ON FOUR STEEL ROLLED BEAMS;
 CONCRETE ABUTMENTS & WINGWALLS

BM #1
 CHIS. SQ. ON TOP OF
 CONCRETE RET. WALL
 ELEV. 448.81

STATE OF VERMONT

PROPOSED PERM.
 BARN RELOCATION

DRIVE PI 51+43.8 BK=
 51+43.77 AH
 $\Delta = 8^{\circ}55'24''$ LT
 $R = 114.59'$
 $T = 8.94'$

POC 12+00.00=
 DRIVE POT 40+00
 $\Delta = 90^{\circ}$ RT
 DRIVE POT 50+00
 $\Delta = 90^{\circ}$ LT

DRIVE PI 50+56.46 BK=
 50+36.50 AH
 $\Delta = 90^{\circ}48'48''$ RT
 $R = 45'$
 $T = 45.64'$

PC 11+66.28=
 DRIVE POT 30+00
 $\Delta = 101^{\circ}09'45''$ LT

PC 11+24.55
 PT 11+19.89

END APPROACH
 BEGIN PROJECT
 11+00.00

POC 10+70.87=
 DRIVE POT 20+00
 $\Delta = 101^{\circ}17'25''$ RT

BEGIN APPROACH
 10+45.00

PC 10+19.62

INSTALL(T)
 EXISTING 3/4" W/L

BROWN NOVELTY CO., INC.

RELOCATE BARN(T)

BROWN NOVELTY CO., INC.

CRAM, GARY F. & DEBORAH A.

CONST. (T)

EXISTING R.O.W.

EXISTING BR 20

EXISTING R.O.W.

CONSTRUCTION LIMITS (TYP.)

STONE FILL, 27.4' LT.
 TYPE IV

15+53.6
 25.0' LT.
 BEGIN BRIDGE
 13+42.25
 F.G. = 452.03

13+40.0
 25.0' LT. (FIXED)

13+44.50
 13+59.8
 25.0' RT.
 POST 13+30.00 =
 CHANNEL 4+00.00
 $\Delta = 90^{\circ}$ LT

STONE FILL, TYPE IV

END BRIDGE
 14+38.50
 F.G. = 452.01

STATE OF VERMONT

APPROXIMATE AERIAL UTILITY RELOCATION ROUTE

RIGHT-OF-WAY

MAR 14 2002

PRELIMINARY PLAN COMPLETED PER STATE PLANS

HOUSE

LEAVE PAVEMENT

TOPSOILED AND SEEDED

CONCRETE SIDEWALK

GRAVEL DRIVE

CONCRETE SIDEWALK

POUR SECTIONS OF NEW SIDEWALK BACK TO FIRST UNDISTURBED SECTION OF EXISTING WALK, MATCH WIDTH

15+19.7
 46.5' LT.

15+00

END PROJECT
 BEGIN APPROACH
 15+00

END BRIDGE
 14+38.50
 F.G. = 452.01

STATE OF VERMONT

APPROXIMATE AERIAL UTILITY RELOCATION ROUTE

RIGHT-OF-WAY

MAR 14 2002

PRELIMINARY PLAN COMPLETED PER STATE PLANS

EXISTING 8" W/L

CONCRETE SIDEWALK

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HEAVY DUTY STEEL BEAM GUARD RAIL
 STA. 12+69 TO 13+41 LT.
 STA. 12+90 TO 13+41 RT.
 STA. 14+41 TO 14+66 LT.
 STA. 14+41 TO 14+66 RT.

ANCHOR FOR STEEL BEAM RAIL
 STA. 12+74 LT.
 STA. 12+96 RT.
 STA. 14+60 LT. & RT.

BRIDGE RAILING
 STA. 13+41 TO 14+41 LT. & RT.

PORTLAND CEMENT CONC. SIDEWALK, 5"
 STA. 15+31 LT. STA. 15+39 RT.

END R.O.W. PROJECT

BRZ 1445(19)
STA. 15+33.8 25' RT.

STA 15+46 RT
 CHANGE ELEVATION OF EXISTING DROP INLET AND CAP WITH A NEW CAST IRON COVER WITH FRAME.

STA 15+46 RT - STA 15+48 RT
 NEW 18" X 22" CULVERT (SEE PIPE OPTIONS) WITH RCDI WITH CAST IRON GRATE TYPE A AT INLET (SEE SHEET 18 FOR ADDITIONAL INFORMATION)

SCHOOLHOUSE HILL RD. (PAVED)

2X2 DI

2X2 DI

2X2 DI

2X2 DI

2X2 DI

2X2 DI

2X2 DI

2X2 DI

2X2 DI

STATE OF VERMONT
AGENCY OF TRANSPORTATION

Town Of **MIDDLEBURY** Bridge No. **20**
 Highway No. **T.H. 33** Log Sta.
T.H. 33 OVER THE MIDDLEBURY RIVER Surv. Sta.

SURVEY LAYOUT
 Designed By **R. WHITCOMB** Drawn By **G. ROY**

MIDDLEBURY
BRZ 1445(19)
 R.O.W. SHEET 7 OF 55 SHEETS