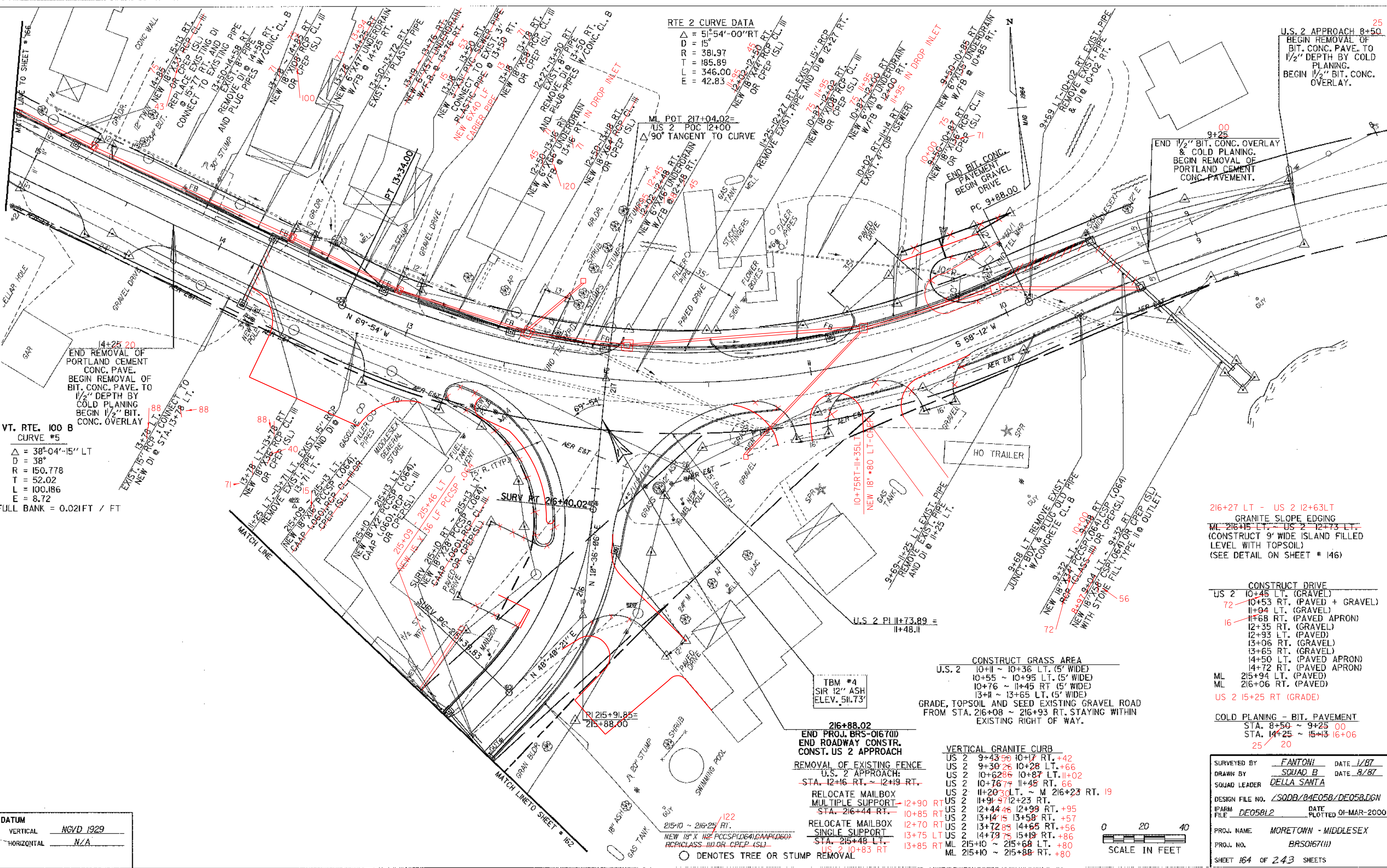




VT. RTE. 100 B
CURVE #5
Δ = 38°-04'-15" LT
D = 38°
R = 150.778
T = 52.02
L = 100.186
E = 8.72
FULL BANK = 0.021FT / FT

RTE 2 CURVE DATA
Δ = 51°-54'-00" RT
D = 15°
R = 381.97
T = 185.89
L = 346.00
E = 42.83

U.S. 2 APPROACH 8+50
BEGIN REMOVAL OF
BIT. CONC. PAVE. TO
1/2" DEPTH BY COLD
PLANING.
BEGIN 1/2" BIT. CONC.
OVERLAY.

216+27 LT - US 2 12+63 LT
GRANITE SLOPE EDGING
ML 216+15 LT - US 2 12+73 LT
(CONSTRUCT 9' WIDE ISLAND FILLED
LEVEL WITH TOPSOIL)
(SEE DETAIL ON SHEET # 146)

CONSTRUCT DRIVE
US 2 10+45 LT. (GRAVEL)
10+53 RT. (PAVED + GRAVEL)
11+04 LT. (GRAVEL)
11+68 RT. (PAVED APRON)
12+35 RT. (GRAVEL)
12+93 LT. (PAVED)
13+06 RT. (GRAVEL)
13+65 RT. (GRAVEL)
14+50 LT. (PAVED APRON)
14+72 RT. (PAVED APRON)
ML 215+94 LT. (PAVED)
ML 216+06 RT. (PAVED)
US 2 15+25 RT. (GRADE)

COLD PLANING - BIT. PAVEMENT
STA. 8+50 ~ 9+25 00
STA. 14+25 ~ 15+13 16+06
25 20

CONSTRUCT GRASS AREA
U.S. 2 10+11 ~ 10+36 LT. (5' WIDE)
10+55 ~ 10+95 LT. (5' WIDE)
10+76 ~ 11+45 RT. (5' WIDE)
13+11 ~ 13+65 LT. (5' WIDE)
GRADE, TOPSOIL AND SEED EXISTING GRAVEL ROAD
FROM STA. 216+08 ~ 216+93 RT. STAYING WITHIN
EXISTING RIGHT OF WAY.

216+88.02
END PROJ. BRS-0167(II)
END ROADWAY CONSTR.
CONST. US 2 APPROACH
REMOVAL OF EXISTING FENCE
U.S. 2 APPROACH:
STA. 12+16 RT. ~ 12+19 RT.
RELOCATE MAILBOX
MULTIPLE SUPPORT
STA. 216+44 RT. ~ 10+85 RT.
RELOCATE MAILBOX
SINGLE SUPPORT
STA. 215+48 LT. ~ 10+83 RT.
US 2 10+83 RT

VERTICAL GRANITE CURB
US 2 9+43 50 10+17 RT. +42
US 2 9+30 26 10+28 LT. +66
US 2 10+62 86 10+87 LT. +11+02
US 2 10+76 77 11+45 RT. 66
US 2 11+20 30 LT. ~ M 216+23 RT. 19
US 2 11+91 97 12+23 RT.
US 2 12+44 46 12+99 RT. +95
US 2 13+14 15 13+58 RT. +57
US 2 13+72 83 14+65 RT. +56
US 2 14+79 75 15+19 RT. +86
ML 215+10 ~ 215+68 LT. +80
ML 215+10 ~ 215+88 RT. +80

SURVEYED BY	FANTONI	DATE	1/87
DRAWN BY	SQUAD B	DATE	8/87
SQUAD LEADER	DELLA SANTA		
DESIGN FILE NO.	LSQDB/84E058/DE058.DGN		
IFARM FILE	DE058L2	DATE PLOTTED	01-MAR-2000
PROJ. NAME	MORETOWN - MIDDLESEX		
PROJ. NO.	BR50167(II)		
SHEET	164	OF	243 SHEETS

DATUM
VERTICAL NGVD 1929
HORIZONTAL N/A

