

GENERAL ABBREVIATIONS

| | |
|---------------|--------------------------------------|
| ABAN | ABANDON |
| ADJ | ADJUST |
| APPROX | APPROXIMATE |
| A.C. | ASPHALT CONCRETE |
| ACCM PIPE | ASPHALT COATED CORRUGATED METAL PIPE |
| BIT. | BITUMINOUS |
| BC | BOTTOM OF CURB |
| BD. | BOUND |
| BL | BASELINE |
| BLDG | BUILDING |
| BM | BENCHMARK |
| BO | BY OTHERS |
| BOS | BOTTOM OF SLOPE |
| BR. | BRIDGE |
| CC | CEMENT CONCRETE |
| CCM | CEMENT CONCRETE MASONRY |
| CEM | CEMENT |
| CI | CURB INLET |
| CLF | CHAIN LINK FENCE |
| CL | CENTERLINE |
| CO. | COUNTY |
| CONC | CONCRETE |
| CONT | CONTINUOUS / CONTINUED |
| CONST | CONSTRUCTION |
| CR GR | CROWN GRADE |
| DIA | DIAMETER |
| DWY | DRIVEWAY |
| ELEV (or EL.) | ELEVATION |
| EMB | EMBANKMENT |
| EOP | EDGE OF PAVEMENT |
| EQ | EQUAL |
| EXIST (or EX) | EXISTING |
| EXC | EXCAVATION |
| FDN. | FOUNDATION |
| FDP | FULL DEPTH PAVEMENT |
| FLDSTN | FIELDSTONE |
| GAR | GARAGE |
| GD | GROUND |
| GRAN | GRANITE |
| GRAV | GRAVEL |
| GRD | GUARD |
| HMA | HOT MIX ASPHALT |
| HOR | HORIZONTAL |
| HWY | HIGHWAY |
| JCT | JUNCTION |
| LOAM | LOAM BORROW |
| LSA | LANDSCAPED AREA |
| LT | LEFT |
| MAHWL | MEAN AVERAGE HIGH WATER LINE |
| MAX | MAXIMUM |
| MB | MAILBOX |
| MHB | MASSACHUSETTS HIGHWAY BOUND |
| MIN | MINIMUM |
| MOD | MODIFIED |
| MSE | MECHANICALLY STABILIZED EARTH |
| NERR | NEW ENGLAND RAILROAD |
| NIC | NOT IN CONTRACT |
| NO. | NUMBER |
| NTS | NOT TO SCALE |
| O.C. | ON CENTER |
| O.D. | OUTSIDE DIAMETER |
| P.G.L. | PROFILE GRADE LINE |
| PREV | PREVIOUS/PREVIOUSLY |
| PROJ | PROJECT |
| PROP | PROPOSED |
| PSB | PLANTABLE SOIL BORROW |
| PVMT | PAVEMENT |
| R&D | REMOVE AND DISCARD |
| R&R | REMOVE AND RESET |
| R&S | REMOVE AND STACK |
| RD | ROAD |
| RDWY | ROADWAY |
| REB | REBUILD |
| REM | REMOVE |
| REMOD | REMODEL |
| RET | RETAIN |
| RET WALL | RETAINING WALL |
| ROW | RIGHT OF WAY |
| RR | RAILROAD |
| RT | RIGHT |
| SB | STONE BOUND |
| SHLD | SHOULDER |
| SHLO/S.H.L.O. | STATE HIGHWAY LAYOUT LINE |

GENERAL ABBREVIATIONS (CONT)

| | |
|--------|----------------------|
| ST | STREET |
| STA | STATION |
| STD | STANDARD |
| SW | SIDEWALK |
| TEMP | TEMPORARY |
| TC | TOP OF CURB |
| TOS | TOP OF SLOPE |
| TRANS | TRANSITION |
| TRM | TURF REINFORCING MAT |
| TYP | TYPICAL |
| VAR | VARIES |
| VERT | VERTICAL |
| WCR | WHEEL CHAIR RAMP |
| WP | WORKING POINT |
| X-SECT | CROSS SECTION |

UTILITY ABBREVIATIONS

| | |
|-------|--------------------------------|
| CB | CATCH BASIN |
| CBCI | CATCH BASIN WITH CURB INLET |
| CIP | CAST IRON PIPE |
| CIT | CHANGE IN TYPE |
| CMP | CORRUGATED METAL PIPE |
| CSP | CORRUGATED STEEL PIPE |
| DI | DROP INLET |
| DIP | DUCTILE IRON PIPE |
| FES | FLARED END SECTION |
| F&C | FRAME AND COVER |
| F&G | FRAME AND GRATE |
| GG | GAS GATE |
| GI | GUTTER INLET |
| GIP | GALVANIZED IRON PIPE |
| HDPE | HIGH DENSITY POLYETHYLENE PIPE |
| HDW | HEADWALL |
| HYD | HYDRANT |
| INV | INVERT |
| LB | LEACHING BASIN |
| LG | LEACHING GALLEY |
| LPL | LIGHT POLE |
| MH | MANHOLE |
| MTR | METER |
| MW | MONITORING WELL |
| OHW | OVERHEAD WIRE |
| PED | PEDESTAL |
| PVC | POLYVINYLCHLORIDE PIPE |
| PWW | PAVED WATER WAY |
| RCP | REINFORCED CONCRETE PIPE |
| SMH | SEWER MANHOLE |
| TSV&B | TAPPING SLEEVE VALVE & BOX |
| UP | UTILITY POLE |
| WG | WATER GATE |
| WIP | WROUGHT IRON PIPE |
| WM | WATER METER/WATER MAIN |

ALIGNMENT & GRADING ABBREVIATIONS

| | |
|-------|-----------------------------|
| CC | CENTER OF CURVE |
| HP | HIGH POINT |
| I.T. | INTERSECTION OF TANGENT |
| LP | LOW POINT |
| PC | POINT OF CURVATURE |
| PCC | POINT OF COMPOUND CURVATURE |
| PI | POINT OF INTERSECTION |
| PNT | POINT |
| POC | POINT ON CURVE |
| POT | POINT ON TANGENT |
| PRC | POINT OF REVERSE CURVATURE |
| PT | POINT OF TANGENCY |
| LPT | ANGLE POINT |
| R | RADIUS OF CURVATURE |
| T | TANGENT DISTANCE OF CURVE |
| TAN | TANGENT |
| 25.45 | SPOT ELEVATION |

PROFILE ABBREVIATIONS

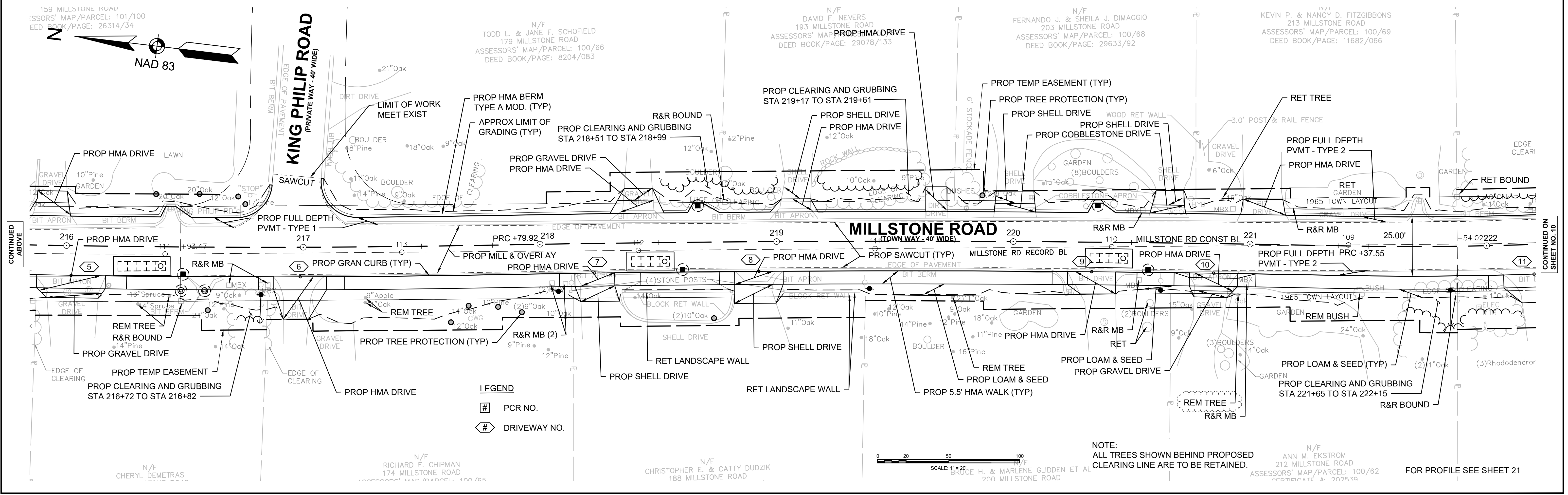
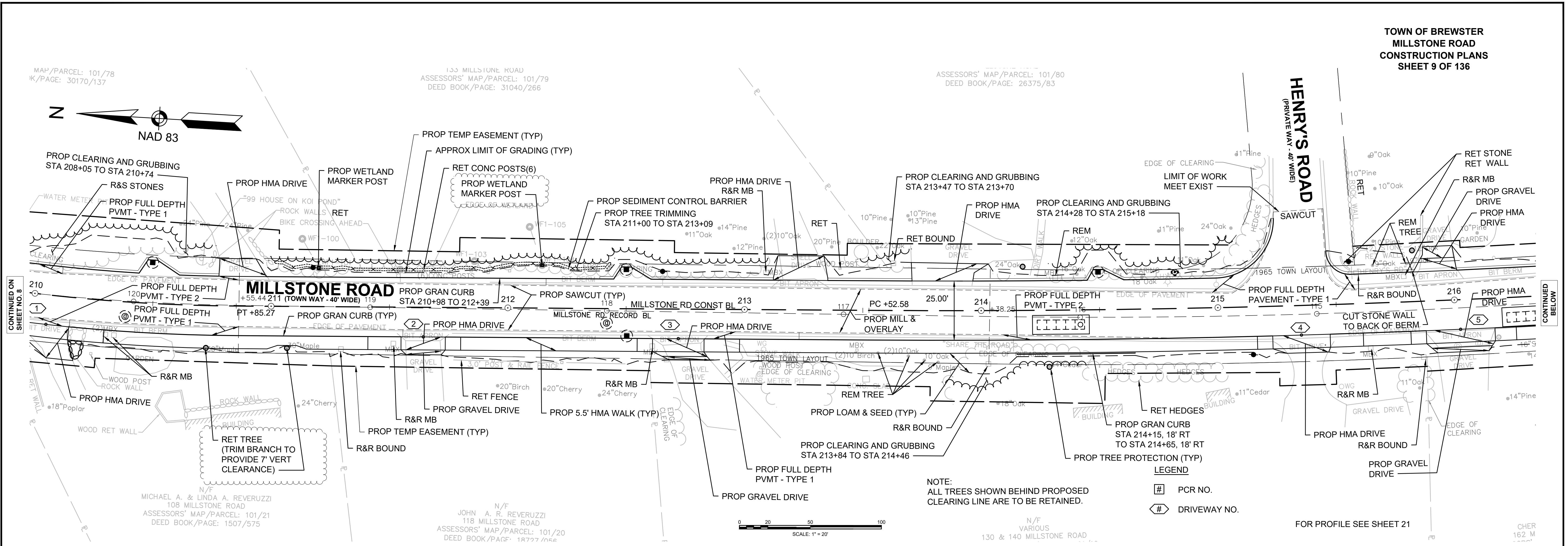
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|------|--|
| AD | ALGEBRAIC DIFFERENCE IN RATES OF GRADE |
| HSD | HORIZONTAL SIGHT DISTANCE |
| K | RATE OF VERTICAL CURVATURE |
| L | LENGTH OF CURVE |
| PVC | POINT OF VERTICAL CURVATURE |
| PVCC | POINT OF VERTICAL COMPOUND CURVATURE |
| PVI | POINT OF VERTICAL INTERSECTION |
| PVRC | POINT OF VERTICAL REVERSE CURVATURE |
| PVT | POINT OF VERTICAL TANGENCY |
| SSD | STOPPING SIGHT DISTANCE |
| VC | VERTICAL CURVE |

TRAFFIC & SIGNAL ABBREVIATIONS

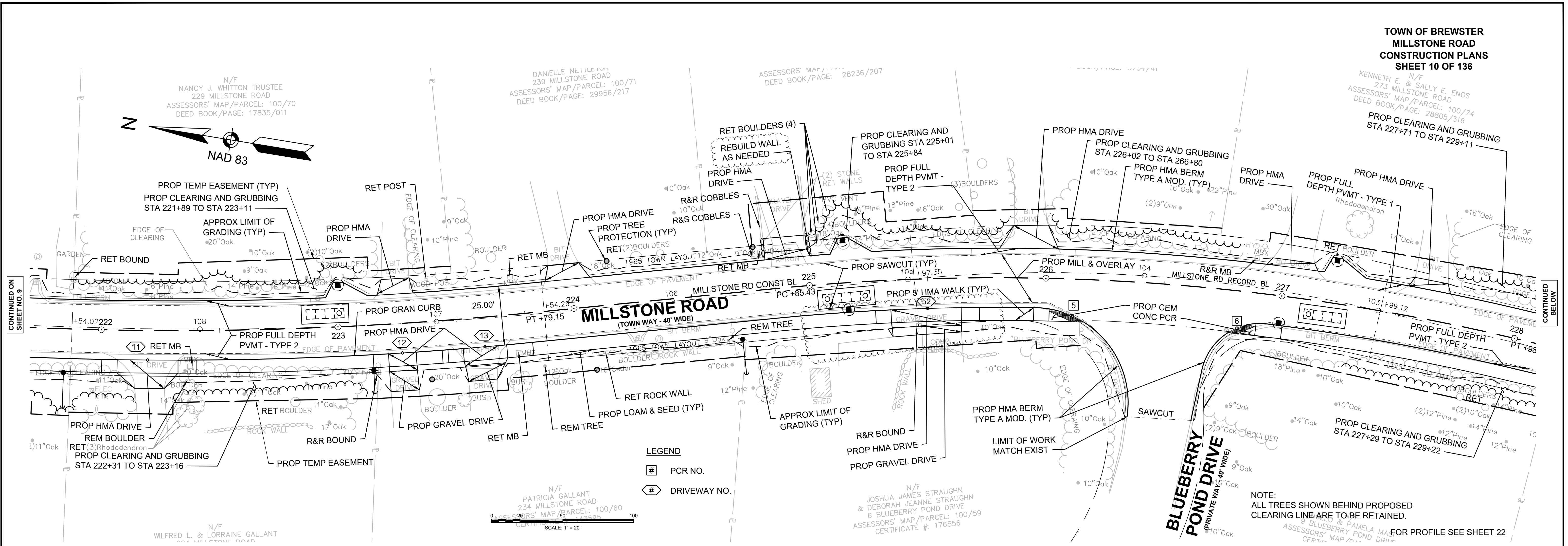
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|--------------|-------------------------------------|
| AADT | ANNUAL AVERAGE DAILY TRAFFIC |
| CAB. | CABINET |
| CCVE | CLOSED CIRCUIT VIDEO EQUIPMENT |
| COND | CONDUIT |
| CW | CROSS WALK |
| DW | STEADY DON'T WALK - PORTLAND ORANGE |
| DHV | DESIGN HOURLY VOLUME |
| FDW | FLASHING DON'T WALK |
| FR | FLASHING CIRCULAR RED |
| FRL | FLASHING RED LEFT ARROW |
| FRR | FLASHING RED RIGHT ARROW |
| FY | FLASHING CIRCULAR AMBER |
| FYL | FLASHING AMBER LEFT ARROW |
| FYR | FLASHING AMBER RIGHT ARROW |
| G | STEADY CIRCULAR GREEN |
| GL | STEADY GREEN LEFT ARROW |
| GR | STEADY GREEN RIGHT ARROW |
| GSL | STEADY GREEN SLASH LEFT ARROW |
| GSR | STEADY GREEN SLASH RIGHT ARROW |
| GV | STEADY GREEN VERTICAL ARROW |
| HH | HAND HOLE |
| OL | OVERLAP |
| PB | PULL BOX |
| PED | PEDESTRIAN |
| PTZ | PAN, TILE, ZOOM |
| R | STEADY CIRCULAR RED |
| RL | STEADY RED LEFT ARROW |
| RR | STEADY RED RIGHT ARROW |
| SL | STOP LINE |
| T | TRUCK % |
| TS OR TR SIG | TRAFFIC SIGNAL |
| TSC | TRAFFIC SIGNAL CONDUIT |
| W | STEADY WALK |
| Y | STEADY CIRCULAR AMBER |
| YL | STEADY AMBER LEFT ARROW |

GENERAL NOTES:

1. EXISTING CONDITIONS AND TOPOGRAPHICAL INFORMATION FROM AN ACTUAL FIELD SURVEY CONDUCTED BY J.M. O'REILLY IN JULY 2018. SUPPLEMENTED IN MAY 2024.
2. THE HORIZONTAL CONTROL IS BASED ON THE MASSACHUSETTS MAINLAND STATE PLANE COORDINATE SYSTEM AND THE NATIONAL GEODETIC SURVEY (NAD83). ALL ELEVATION IS US FEET, REFERENCED TO THE NORTH AMERICA VERTICAL DATUM OF 1988 (NAVD88).
3. THE CONTRACTOR SHALL VERIFY ALL EXISTING DIMENSIONS AND GRADES IN THE FIELD BEFORE COMMENCING WORK AND PROMPTLY NOTIFY THE ENGINEER OF ANY DISCREPANCIES.
4. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND SHALL BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
5. DRAINAGE ELEVATIONS ARE PROVIDED FOR DESIGN PURPOSES ONLY. THE CONTRACTOR SHALL VERIFY BY TEST PIT, THE LOCATIONS OF EXISTING UTILITIES WHICH MAY CONFLICT WITH THE PROPOSED DRAINAGE DESIGN. ANY FIELD ADJUSTMENTS REQUIRED WILL BE MADE AS APPROVED OR DIRECTED BY THE ENGINEER. ONLY AFTER THE CONTRACTOR VERIFIES ELEVATIONS FOR THE CONSTRUCTABILITY OF THE DRAINAGE SYSTEM SHALL ANY STRUCTURES BE ORDERED. ANY FIELD ADJUSTMENTS TO LINE & GRADE UP TO A DEPTH OF 5' SHALL BE INCLUDED IN THE COST OF THE PIPE. PIPE EXCAVATION GREATER THAN 5' WILL BE PAID UNDER CLASS B TRENCH EXCAVATION.
6. THE CONTRACTOR SHALL VERIFY BY TEST PIT, THE LOCATIONS OF EXISTING UTILITIES WHICH MAY CONFLICT WITH PROPOSED UTILITIES. ANY FIELD ADJUSTMENTS REQUIRED WILL BE MADE AS APPROVED OR DIRECTED BY THE ENGINEER.
7. WHERE AN EXISTING UTILITY IS FOUND TO CONFLICT WITH THE PROPOSED WORK, THE LOCATION, ELEVATION AND SIZE OF THE UTILITY SHALL BE ACCURATELY DETERMINED WITHOUT DELAY BY THE CONTRACTOR, AND THE INFORMATION FURNISHED TO THE ENGINEER FOR RESOLUTION OF THE CONFLICT.
8. THE CONTRACTOR SHALL ALTER THE MASONRY OF THE TOP SECTION OF ALL EXISTING DRAINAGE AND SEWER STRUCTURES AS NECESSARY FOR CHANGES IN GRADE, AND RESET ALL WATER AND DRAINAGE FRAMES, GRATES AND BOXES TO THE PROPOSED FINISH SURFACE GRADE. REQUIRED NEW MASONRY SHALL BE CLAY BRICK.
9. THE CONTRACTOR SHALL MAKE ALL ARRANGEMENTS FOR THE ALTERATION AND ADJUSTMENT OF GAS, ELECTRIC, TELEPHONE AND ANY OTHER PRIVATE UTILITIES BY THE UTILITY COMPANIES.
10. EXISTING UTILITY POLES WILL BE RELOCATED BY OTHERS IF REQUIRED.
11. TREES AND SHRUBS WITHIN THE LIMITS OF GRADING SHALL BE REMOVED ONLY UPON APPROVAL OF THE ENGINEER.
12. AREAS OUTSIDE THE LIMITS OF PROPOSED WORK DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY THE CONTRACTOR TO THEIR ORIGINAL CONDITION AT NO EXPENSE TO THE OWNER.
13. THE TERM "PROPOSED" (PROP) MEANS WORK TO BE CONSTRUCTED USING NEW MATERIALS OR, WHERE APPLICABLE, RE-USING EXISTING MATERIALS IDENTIFIED AS "REMOVE AND RESET" (R&R).
14. JOINTS BETWEEN NEW ASPHALT CONCRETE ROADWAY PAVEMENT AND SAWCUT EXISTING PAVEMENT SHALL BE SEALED WITH BITUMEN AND BACKSANDED.
15. AFTER MILLING OPERATIONS AND PRIOR TO PAVING THE SUPERPAVE INTERMEDIATE OR SURFACES COURSES THE ENGINEER SHALL EVALUATE THE MILLED SURFACE AND SHALL APPLY THE APPROPRIATE REPAIR METHOD IF REQUIRED.
16. ALL EXISTING STATE, COUNTY, AND TOWN LOCATION LINES AND PRIVATE PROPERTY LINES HAVE BEEN ESTABLISHED FROM AVAILABLE INFORMATION AND THEIR EXACT LOCATIONS ARE NOT GUARANTEED.
17. THE CONTRACTOR SHALL EXERCISE DUE CARE WHEN WORKING AROUND ALL PROPERTY BOUNDS WHICH ARE TO REMAIN. SHOULD ANY DAMAGE TO A BOUND RESULT FROM THE ACTIONS OF THE CONTRACTOR, THE CONTRACTOR SHALL HAVE THE BOUND REPLACED AND/OR REALIGNED BY A LICENSED PROFESSIONAL SURVEYOR AS DIRECTED BY THE ENGINEER AT NO ADDITIONAL COST.
18. DISPOSAL OF ALL SURPLUS MATERIAL SHALL BE AS APPROVED BY THE ENGINEER AND TOWN.
19. LATERAL DRAIN PIPES SHALL BE INSTALLED WITH A PITCH OF 0.01 FOOT PER FOOT (MINIMUM) UNLESS NOTED OTHERWISE ON THE PLANS.
20. THE CONTRACTOR SHALL COORDINATE THE NEW LOCATION OF ALL PRIVATE MAILBOXES THAT ARE TO BE REMOVED AND RESET WITH THE PROPERTY OWNER.
21. ALL ABANDONED UNDERGROUND PIPE SHALL BE CAPPED WITH A MASONRY PLUG AS INDICATED AND ABANDONED IN PLACE UNLESS NOTED OTHERWISE.
22. ALL NEW CURB CUTS ARE TO BE COORDINATED WITH OWNER AND TOWN OF BREWSTER DPW.
23. CONTRACTOR TO REPLACE ALL IRRIGATION SYSTEMS THAT ARE DISTURBED DURING CONSTRUCTION. TO BE COORDINATED WITH OWNER AND TOWN OF BREWSTER DPW.
24. THE CONTRACTOR SHALL FLAG/STAKE THE LIMIT OF CLEARING AND GRUBBING AND ALLOW 48 HOURS FOR TOWN TO REVIEW PRIOR TO START OF CLEARING OPERATIONS. THE CONTRACTOR SHALL FLAG INDIVIDUAL TREES TO BE REMOVED OUTSIDE THE CLEARING AND GRUBBING LIMITS AND ALLOW 48 HOURS FOR TOWN TO REVIEW PRIOR TO THE START OF REMOVAL OPERATIONS. THE CONTRACTOR WILL ADJUST THE CLEARING LIMITS AS DIRECTED BY THE ENGINEER AND TOWN.

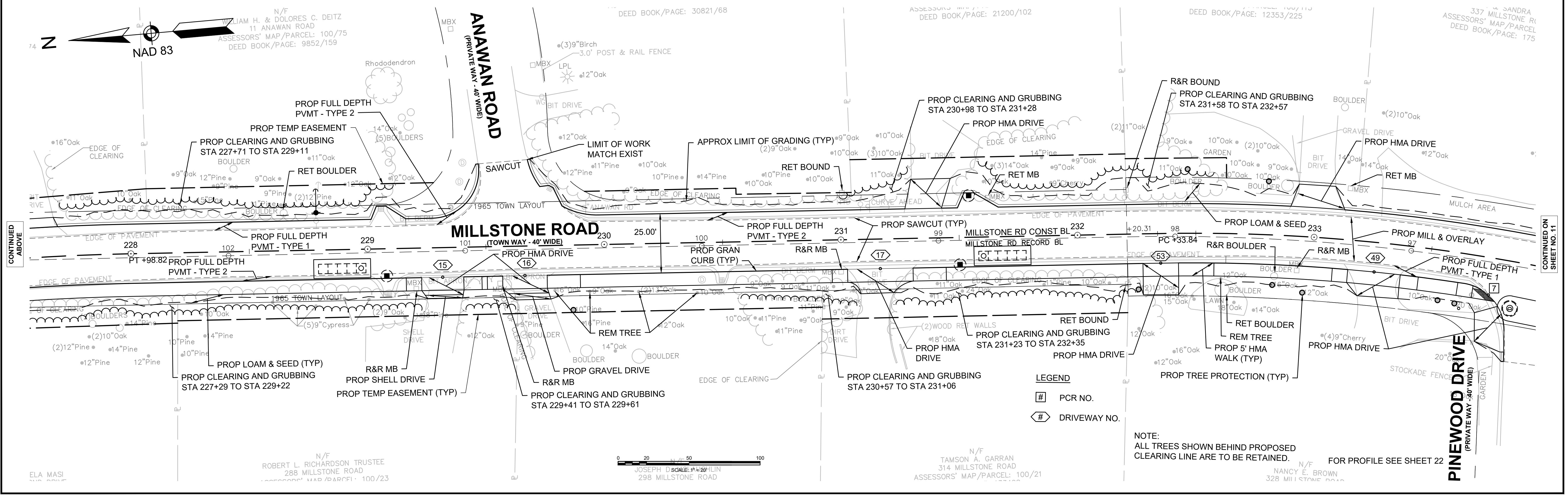


**TOWN OF BREWSTER
MILLSTONE ROAD
CONSTRUCTION PLANS
SHEET 10 OF 136**



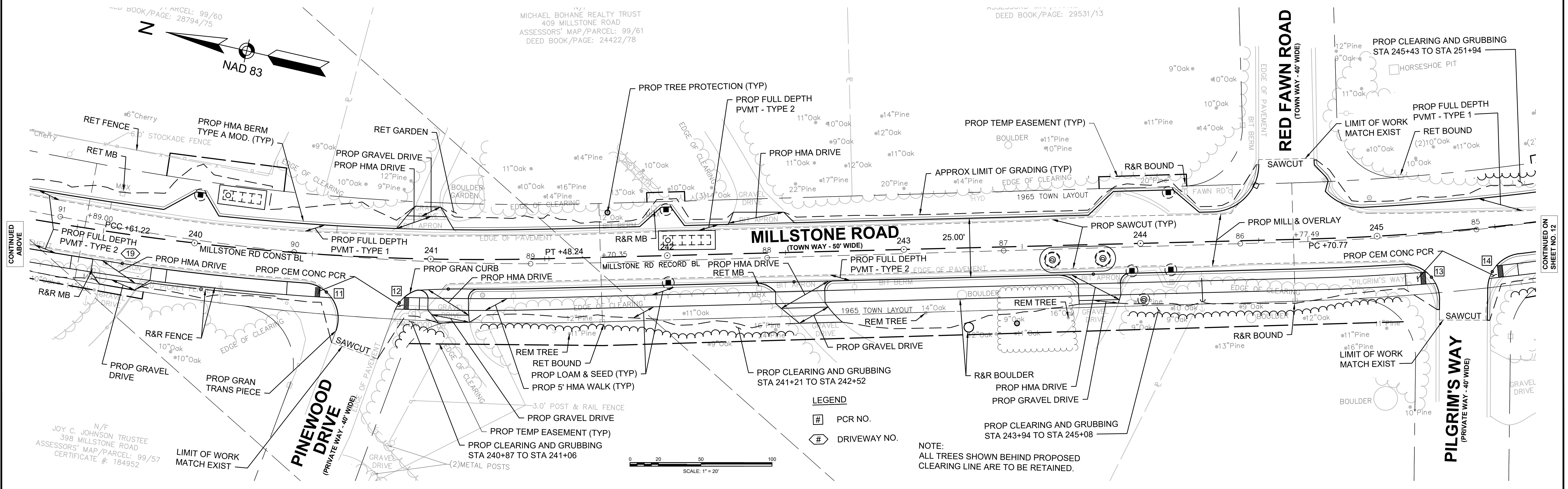
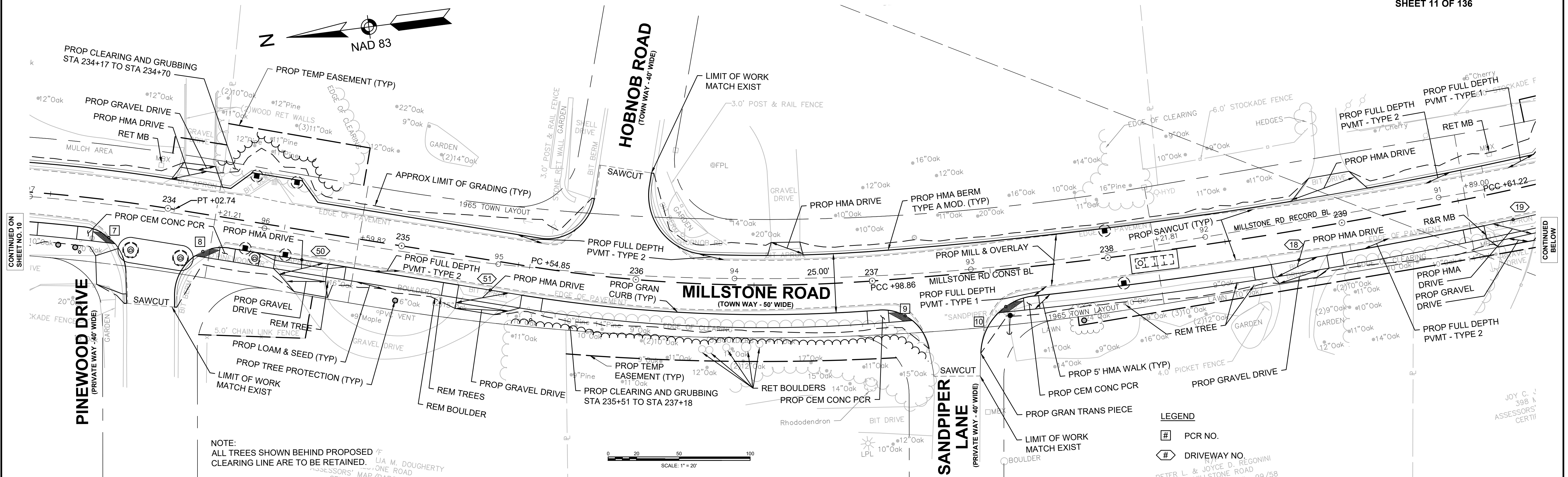
- LEGEND**
- # PCR NO.
 - # DRIVEWAY NO.

NOTE:
ALL TREES SHOWN BEHIND PROPOSED CLEARING LINE ARE TO BE RETAINED.
FOR PROFILE SEE SHEET 22



- LEGEND**
- # PCR NO.
 - # DRIVEWAY NO.

NOTE:
ALL TREES SHOWN BEHIND PROPOSED CLEARING LINE ARE TO BE RETAINED.
FOR PROFILE SEE SHEET 22



CONTINUED ON SHEET NO. 10

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CONTINUED ON SHEET NO. 12

NOTE:
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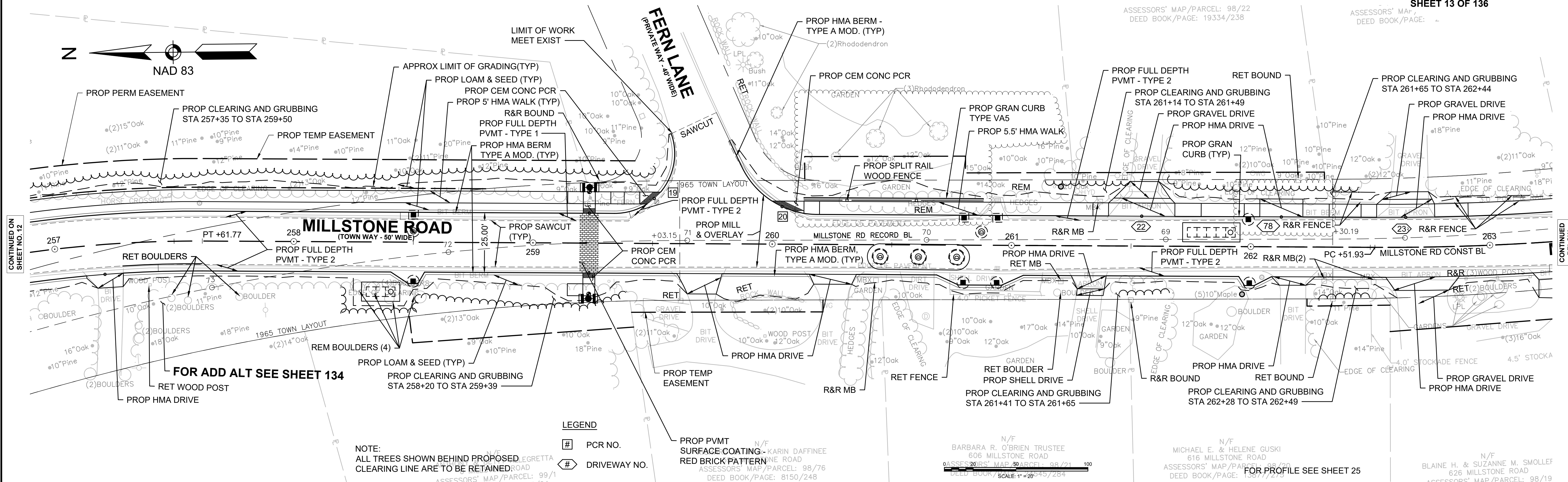
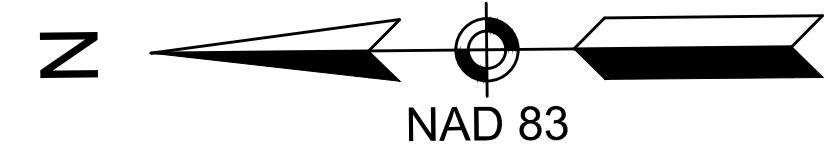
NOTE:
ALL TREES SHOWN BEHIND PROPOSED CLEARING LINE ARE TO BE RETAINED.

JOY C. JOHNSON TRUSTEE
398 MILLSTONE ROAD
ASSESSORS' MAP/PARCEL: 99/57
CERTIFICATE #: 184952

MICHAEL BOHANE REALTY TRUST
409 MILLSTONE ROAD
ASSESSORS' MAP/PARCEL: 99/61
DEED BOOK/PAGE: 24422/78

DEED BOOK/PAGE: 29531/13

JOY C. JOHNSON TRUSTEE
398 MILLSTONE ROAD
ASSESSORS' CERTIF



LEGEND
 # PCR NO.
 # DRIVEWAY NO.

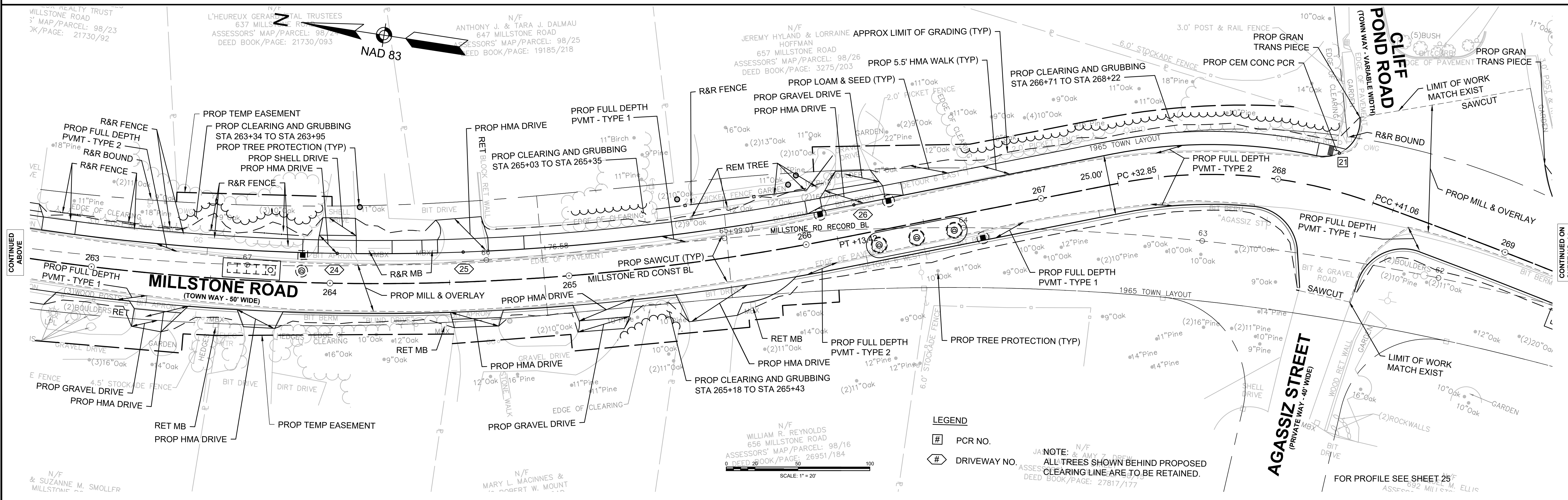
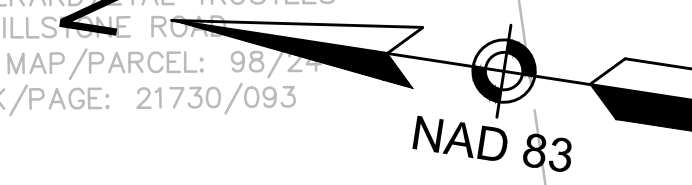
NOTE:
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FOR ADD ALT SEE SHEET 134

FOR PROFILE SEE SHEET 25

CONTINUED ON SHEET NO. 12

CONTINUED BELOW



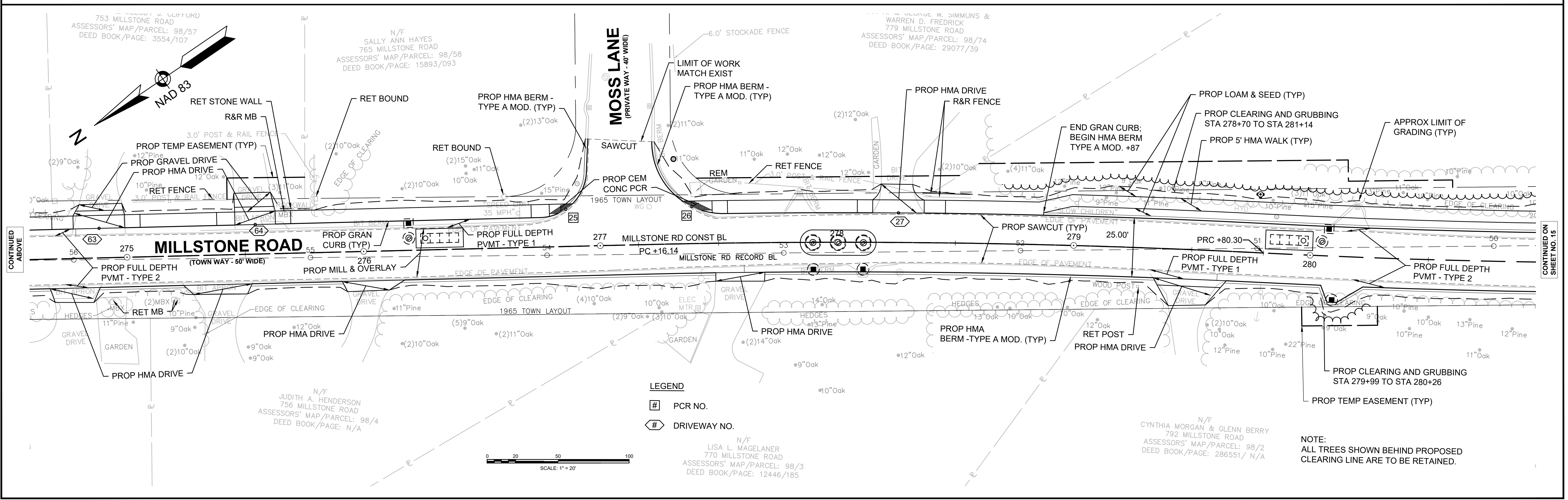
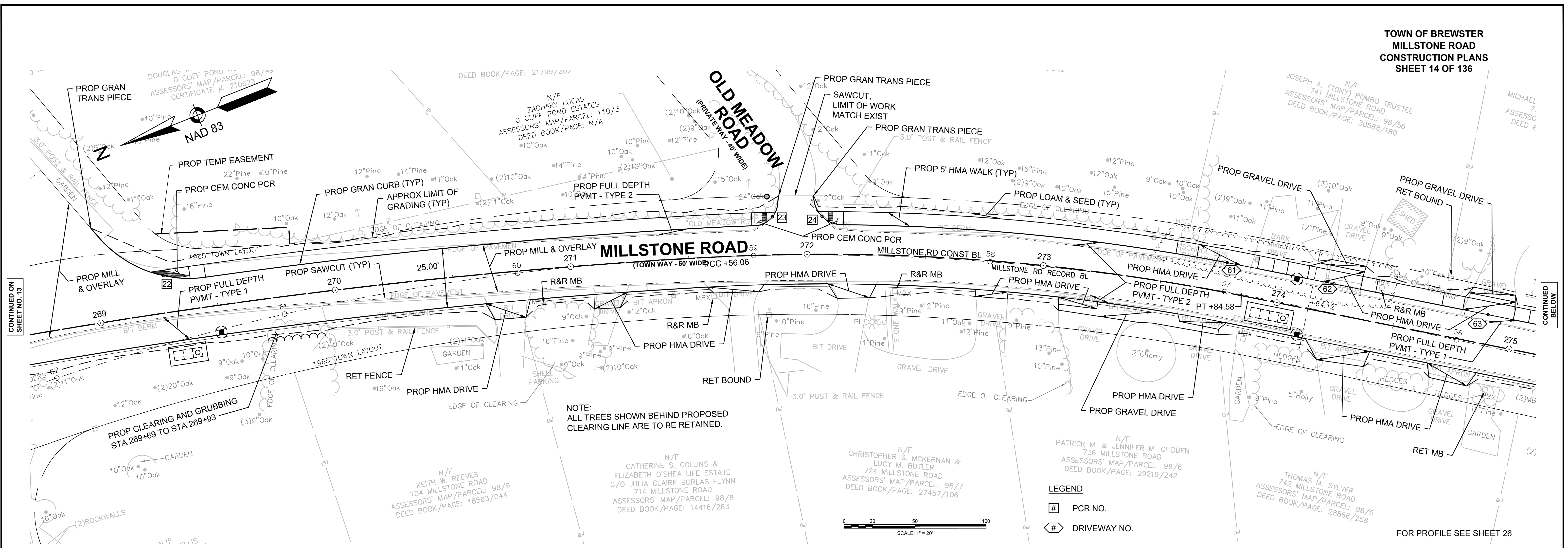
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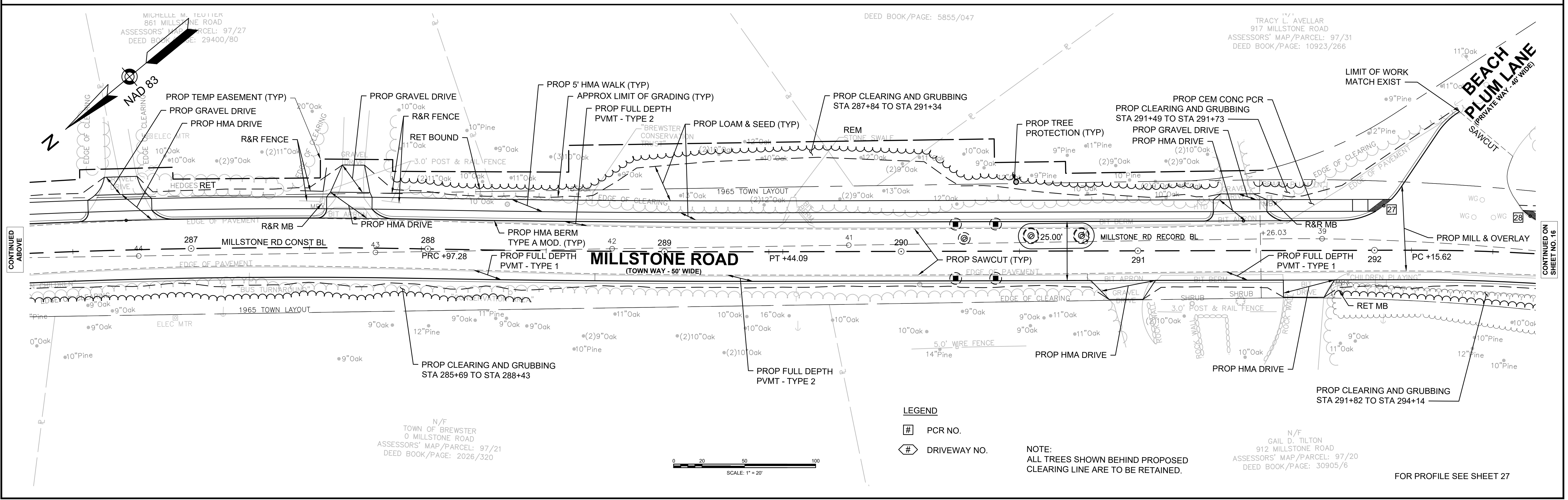
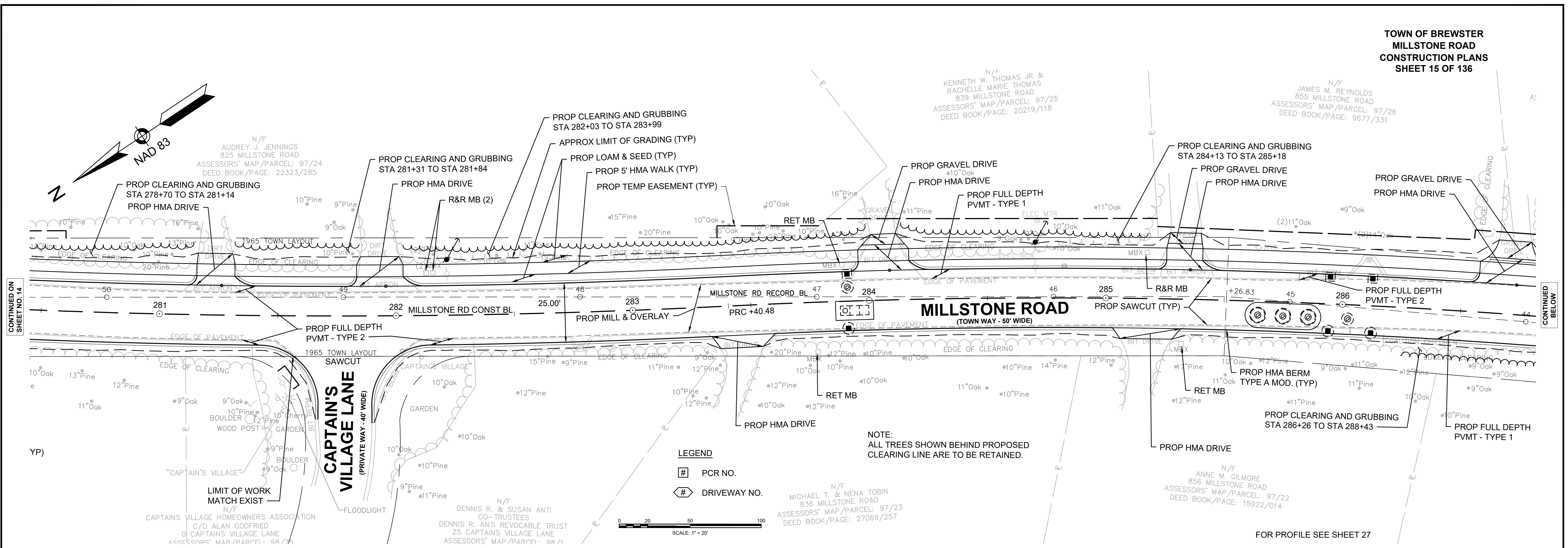
NOTE:
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FOR PROFILE SEE SHEET 25

CONTINUED ABOVE

CONTINUED ON SHEET NO. 14





CONTINUED ON
SHEET NO. 14

CONTINUED
BELOW

CONTINUED
ABOVE

CONTINUED ON
SHEET NO. 16

LEGEND

PCR NO.

DRIVEWAY NO.

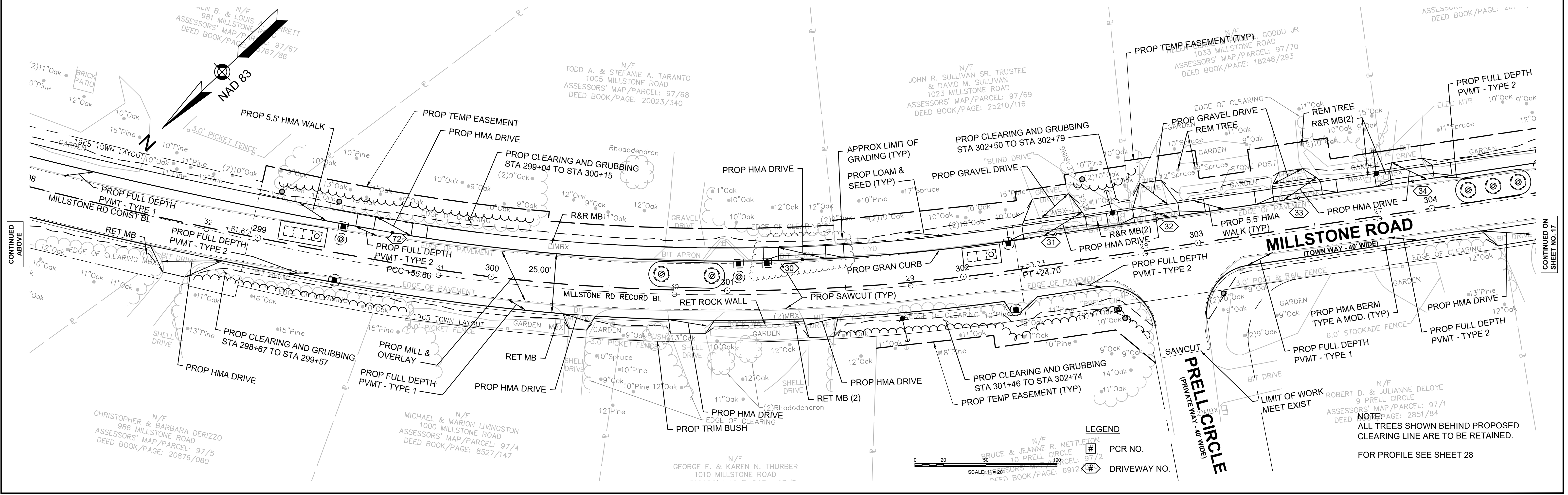
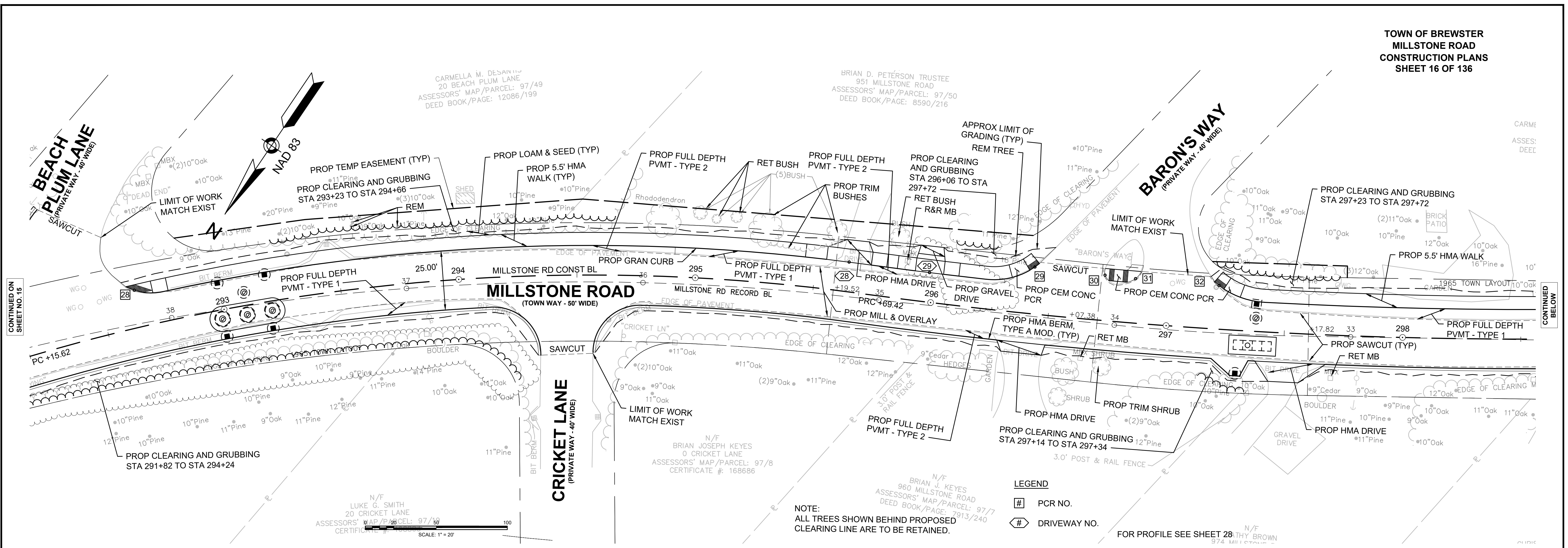
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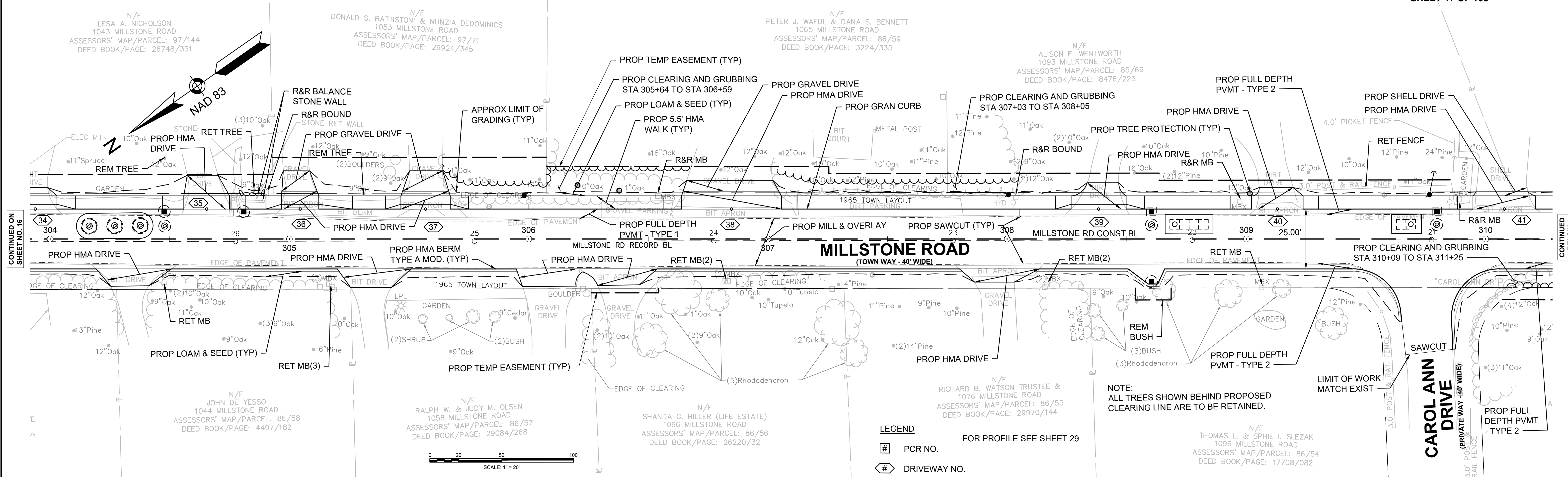
NOTE:
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CLEARING LINE ARE TO BE RETAINED.

FOR PROFILE SEE SHEET 27

NOTE:
ALL TREES SHOWN BEHIND PROPOSED
CLEARING LINE ARE TO BE RETAINED.

FOR PROFILE SEE SHEET 27





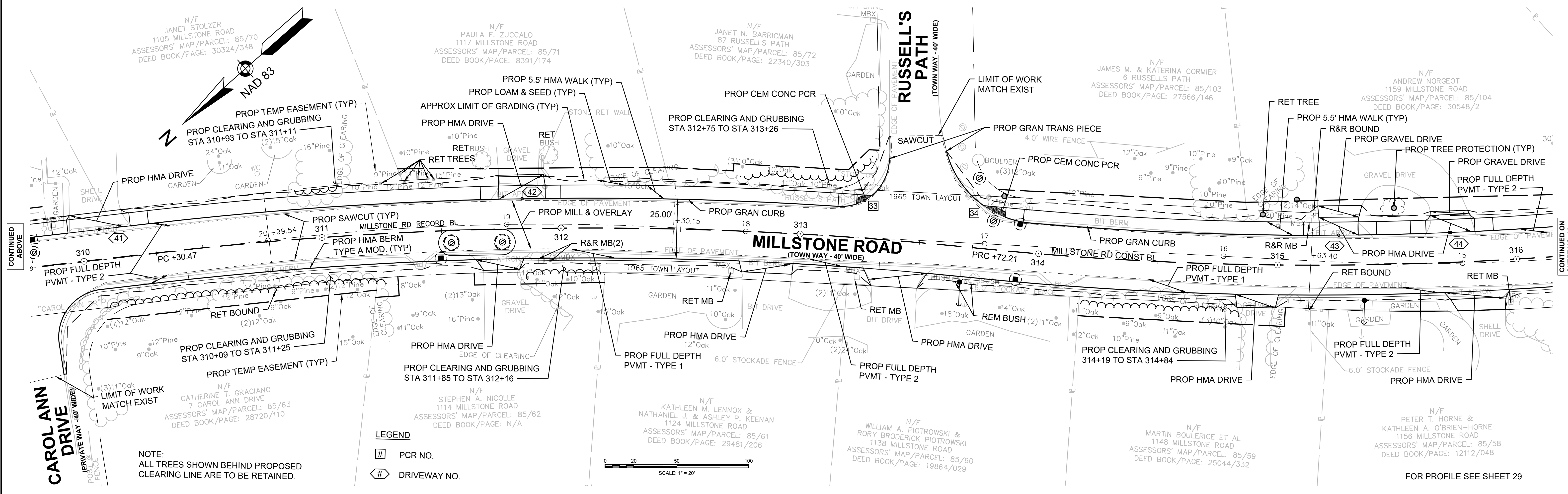
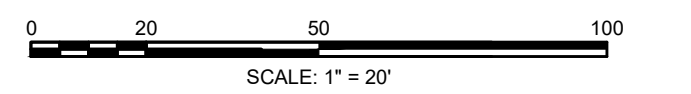
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SHEET NO. 16

CONTINUED
BELOW

MILLSTONE ROAD
(TOWN WAY - 40' WIDE)

LEGEND
PCR NO.
DRIVEWAY NO.
FOR PROFILE SEE SHEET 29

NOTE:
ALL TREES SHOWN BEHIND PROPOSED
CLEARING LINE ARE TO BE RETAINED.



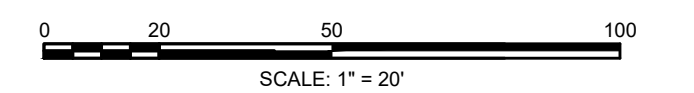
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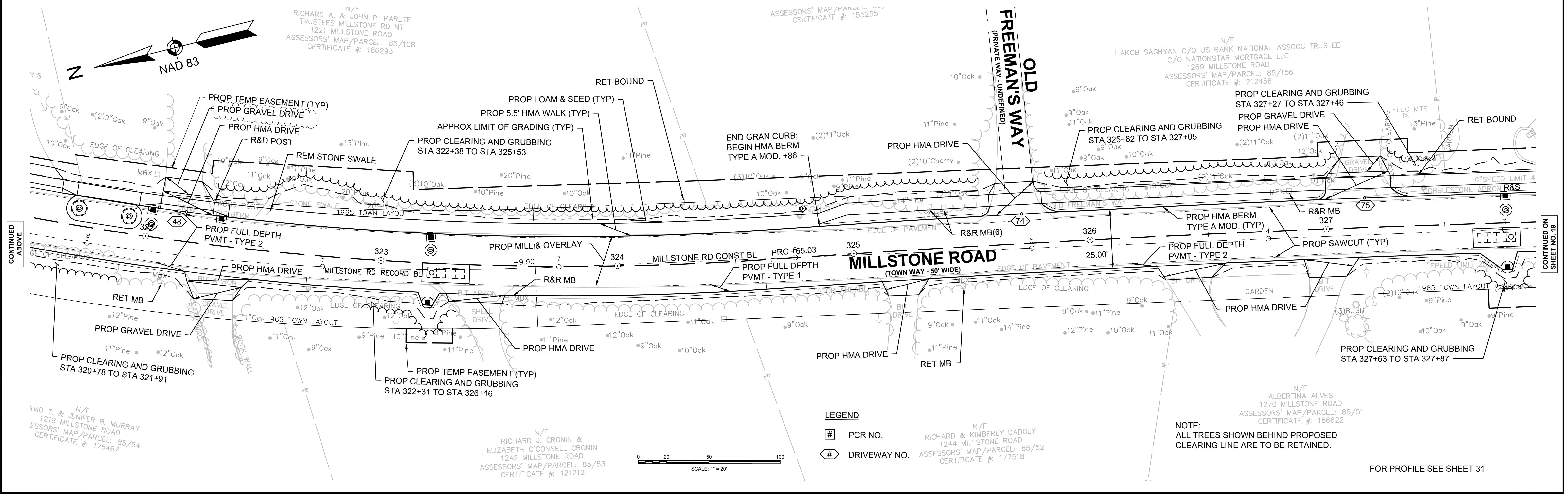
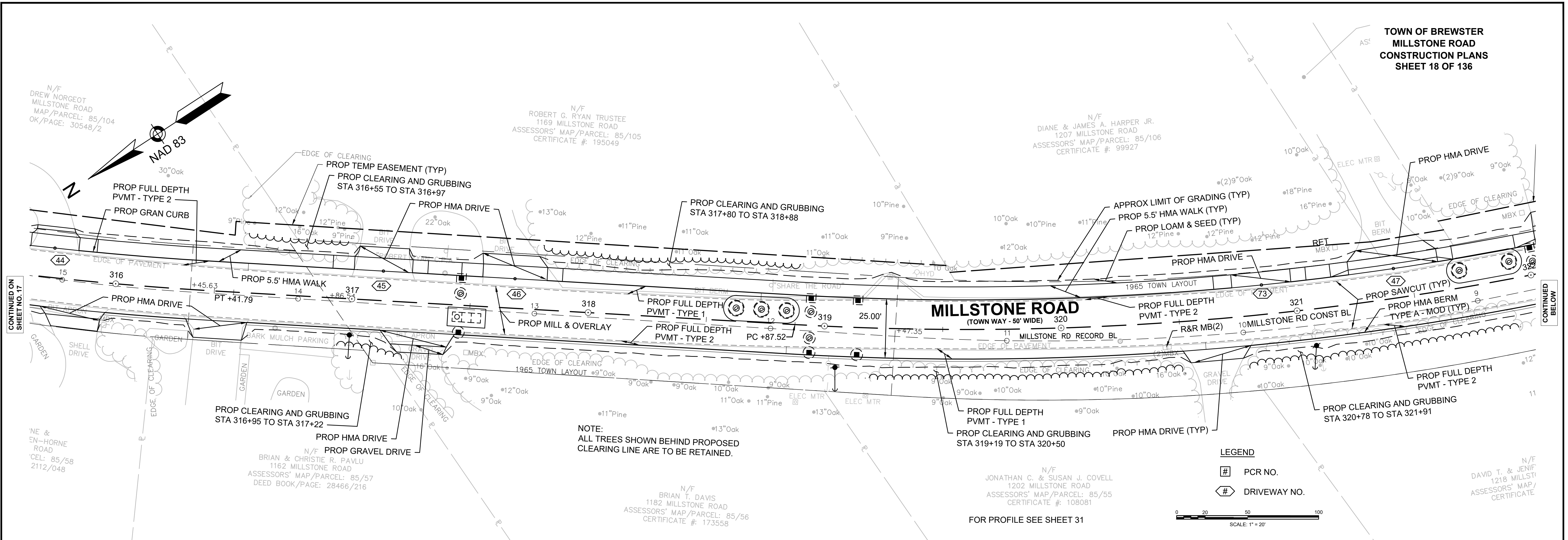
MILLSTONE ROAD
(TOWN WAY - 40' WIDE)

LEGEND
PCR NO.
DRIVEWAY NO.

NOTE:
ALL TREES SHOWN BEHIND PROPOSED
CLEARING LINE ARE TO BE RETAINED.



FOR PROFILE SEE SHEET 29



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Plotted on 3-Jul-2024 2:45 PM

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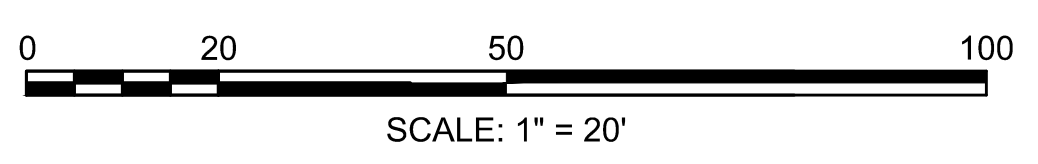
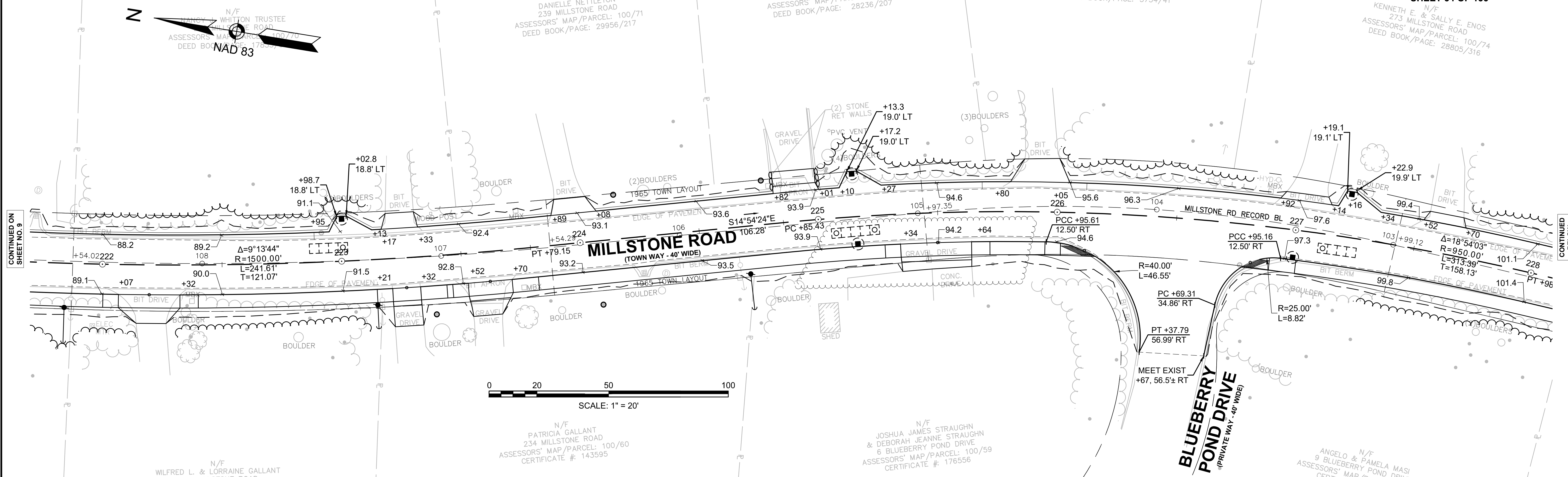
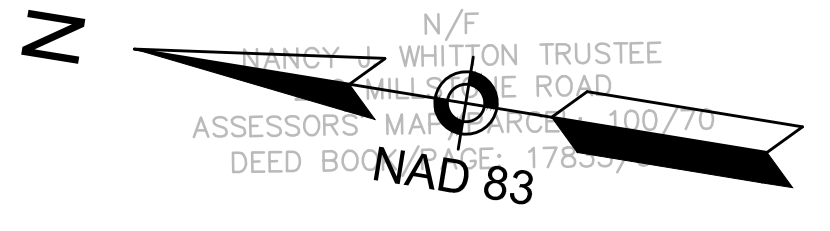
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SHEET NO. 19

**TOWN OF BREWSTER
MILLSTONE ROAD
ALIGNMENT & GRADING PLANS
SHEET 34 OF 136**

N/F
KENNETH E. & SALLY E. ENOS
273 MILLSTONE ROAD
ASSESSORS' MAP/PARCEL: 100/74
DEED BOOK/PAGE: 28805/316

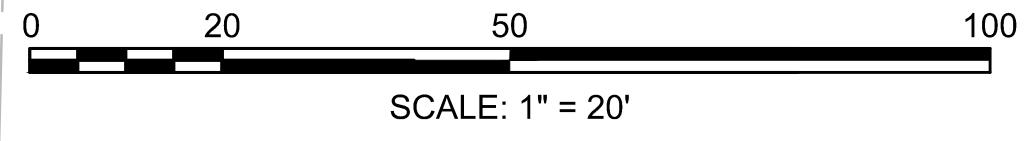
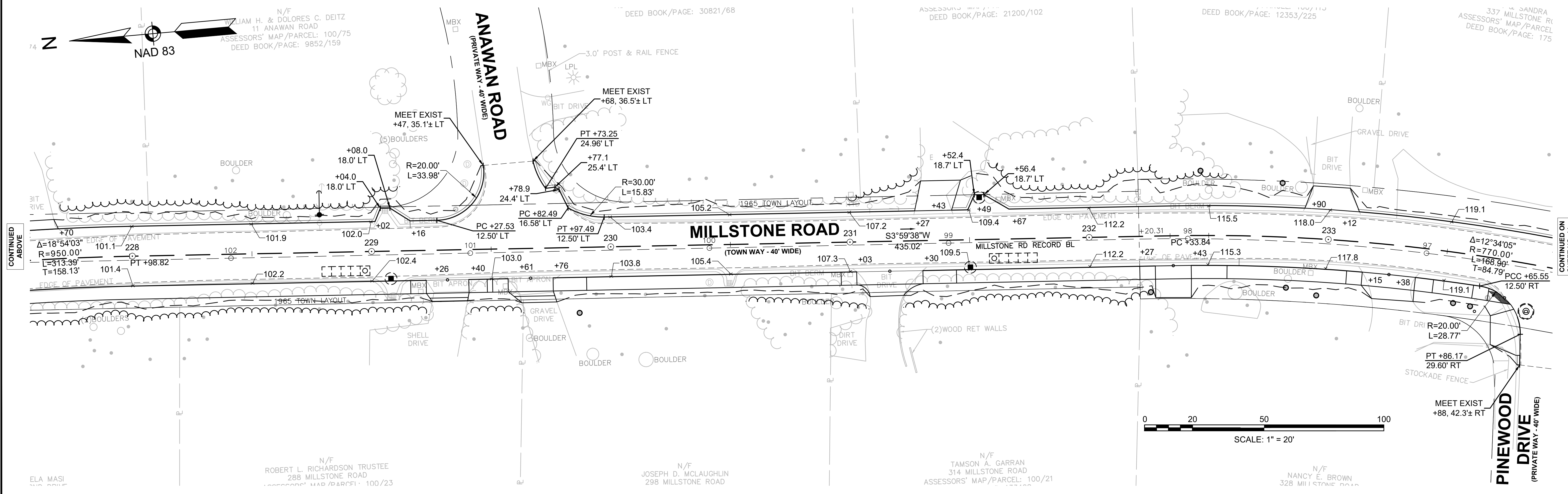


N/F
WILFRED L. & LORRAINE GALLANT
232 MILLSTONE ROAD
ASSESSORS' MAP/PARCEL: 100/75
DEED BOOK/PAGE: 176557

N/F
PATRICIA GALLANT
234 MILLSTONE ROAD
ASSESSORS' MAP/PARCEL: 100/60
CERTIFICATE #: 143595

N/F
JOSHUA JAMES STRAUGHN
& DEBORAH JEANNE STRAUGHN
6 BLUEBERRY POND DRIVE
ASSESSORS' MAP/PARCEL: 100/59
CERTIFICATE #: 176556

N/F
ANGELO & PAMELA MASI
9 BLUEBERRY POND DRIVE
ASSESSORS' MAP/PARCEL: 100/58
CERTIFICATE #: 176555



N/F
WILLIAM H. & DOLORES C. DEITZ
11 ANAWAN ROAD
ASSESSORS' MAP/PARCEL: 100/75
DEED BOOK/PAGE: 9852/159

N/F
ANDREW J. & JENNIFER M. GARRAN
314 MILLSTONE ROAD
ASSESSORS' MAP/PARCEL: 100/110
DEED BOOK/PAGE: 21200/102

N/F
SANDRA
337 MILLSTONE ROAD
ASSESSORS' MAP/PARCEL: 100/110
DEED BOOK/PAGE: 12353/225

N/F
SANDRA
337 MILLSTONE ROAD
ASSESSORS' MAP/PARCEL: 100/110
DEED BOOK/PAGE: 175

N/F
ROBERT L. RICHARDSON TRUSTEE
288 MILLSTONE ROAD
ASSESSORS' MAP/PARCEL: 100/23

N/F
JOSEPH D. MCLAUGHLIN
298 MILLSTONE ROAD
ASSESSORS' MAP/PARCEL: 100/21

N/F
TAMSON A. GARRAN
314 MILLSTONE ROAD
ASSESSORS' MAP/PARCEL: 100/21

N/F
NANCY E. BROWN
328 MILLSTONE ROAD
ASSESSORS' MAP/PARCEL: 100/22

CONTINUED ON
SHEET NO. 9

CONTINUED
BELOW

CONTINUED
ABOVE

CONTINUED
ON
SHEET NO. 11

| MILLSTONE RD DRAINAGE STRUCTURE DATA | | | | | | |
|--------------------------------------|------|---------------------|-----------|-----------|-----------|---------|
| NO. | TYPE | STATION | RIM ELEV. | INV. IN | INV. OUT | REMARKS |
| 1 | CB | 200+49.6 13.5 LT | 44.32 | | (2) 38.30 | |
| 2 | LB | 200+67.4 6.2 LT | 44.53 | (1) 38.00 | | |

| MILLSTONE RD DRAINAGE STRUCTURE DATA | | | | | | |
|--------------------------------------|-------|---------------------|-----------|------------|------------|--------------------|
| NO. | TYPE | STATION | RIM ELEV. | INV. IN | INV. OUT | REMARKS |
| 5 | CB | 202+53.7 5.9 RT | 44.51 | (7) 39.98 | (10) 40.09 | PROP FRAME & COVER |
| 6 | CB | 202+53.6 11.5 RT | 44.34 | | (10) 40.17 | |
| 7 | EX CB | 202+74.2 11.5 RT | 44.36 | | (5) 40.37 | REMODEL |
| 8 | LB | 202+13.0 6.3 RT | 45.05 | (9) 39.51 | | |
| 9 | LB | 202+29.4 6.6 RT | 44.81 | (10) 39.80 | (8) 39.59 | |

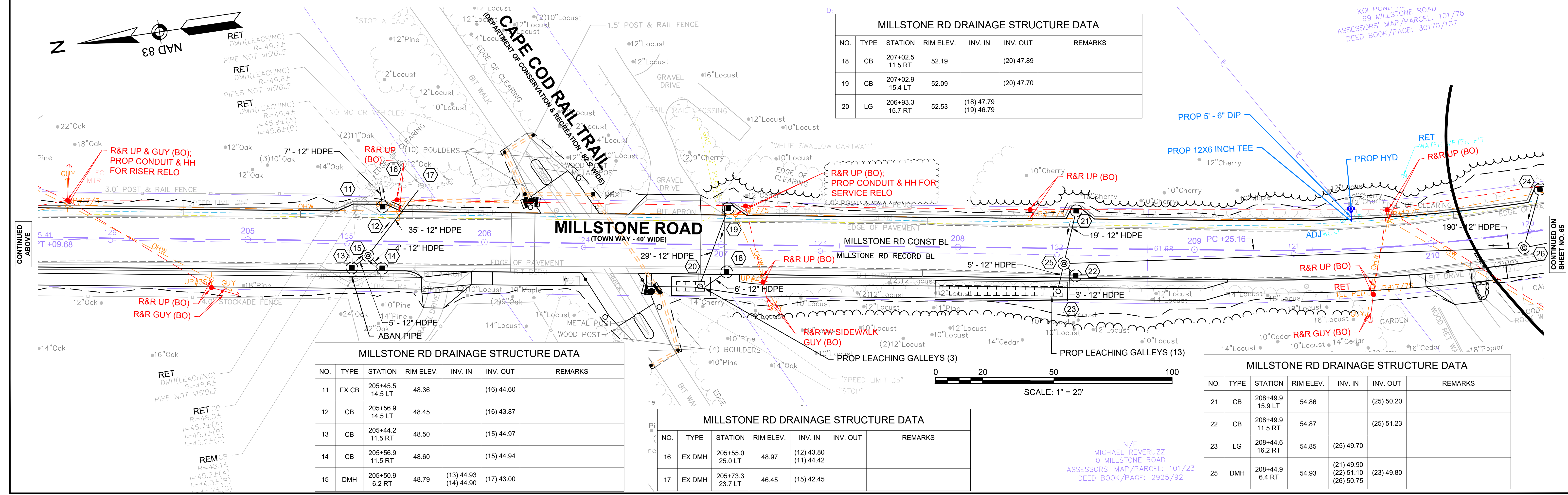
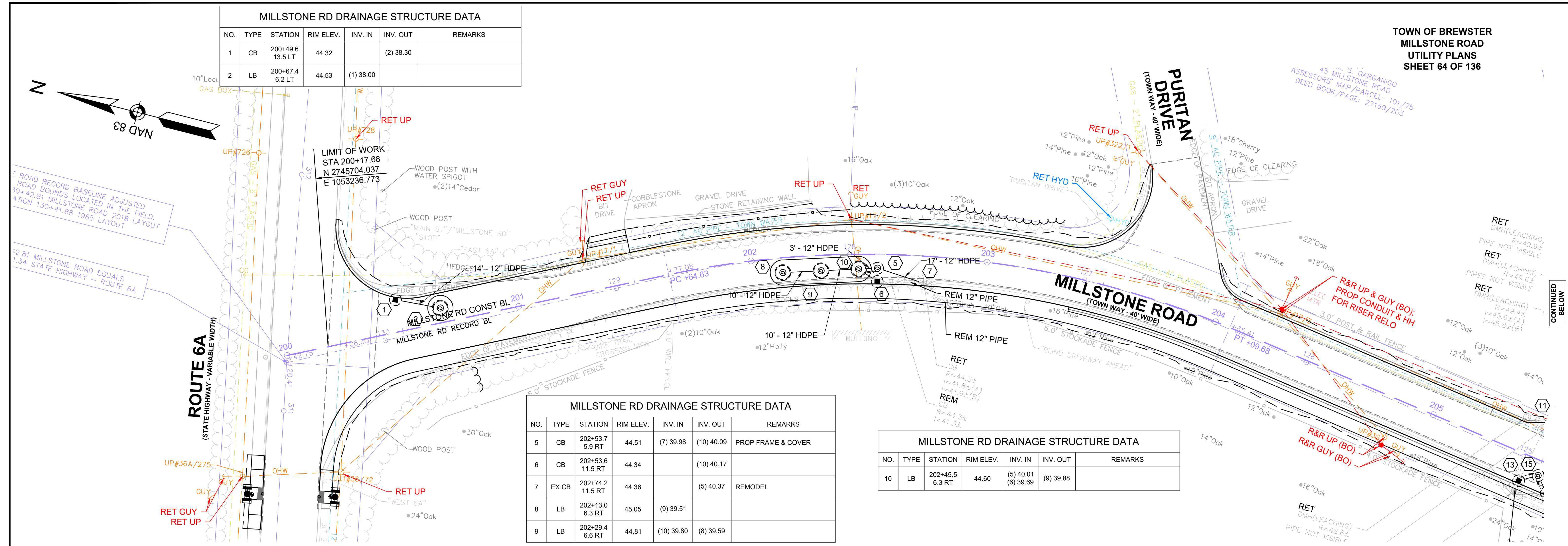
| MILLSTONE RD DRAINAGE STRUCTURE DATA | | | | | | |
|--------------------------------------|------|--------------------|-----------|------------------------|-----------|---------|
| NO. | TYPE | STATION | RIM ELEV. | INV. IN | INV. OUT | REMARKS |
| 10 | LB | 202+45.5 6.3 RT | 44.60 | (5) 40.01 (6) 39.69 | (9) 39.88 | |

| MILLSTONE RD DRAINAGE STRUCTURE DATA | | | | | | |
|--------------------------------------|------|---------------------|-----------|--------------------------|------------|---------|
| NO. | TYPE | STATION | RIM ELEV. | INV. IN | INV. OUT | REMARKS |
| 18 | CB | 207+02.5 11.5 RT | 52.19 | | (20) 47.89 | |
| 19 | CB | 207+02.9 15.4 LT | 52.09 | | (20) 47.70 | |
| 20 | LG | 206+93.3 15.7 RT | 52.53 | (18) 47.79 (19) 46.79 | | |

| MILLSTONE RD DRAINAGE STRUCTURE DATA | | | | | | |
|--------------------------------------|-------|---------------------|-----------|--------------------------|------------|---------|
| NO. | TYPE | STATION | RIM ELEV. | INV. IN | INV. OUT | REMARKS |
| 11 | EX CB | 205+45.5 14.5 LT | 48.36 | | (16) 44.80 | |
| 12 | CB | 205+56.9 14.5 LT | 48.45 | | (16) 43.87 | |
| 13 | CB | 205+44.2 11.5 RT | 48.50 | | (15) 44.97 | |
| 14 | CB | 205+56.9 11.5 RT | 48.60 | | (15) 44.94 | |
| 15 | DMH | 205+50.9 6.2 RT | 48.79 | (13) 44.93 (14) 44.90 | (17) 43.00 | |

| MILLSTONE RD DRAINAGE STRUCTURE DATA | | | | | | |
|--------------------------------------|--------|---------------------|-----------|--------------------------|----------|---------|
| NO. | TYPE | STATION | RIM ELEV. | INV. IN | INV. OUT | REMARKS |
| 16 | EX DMH | 205+55.0 25.0 LT | 48.97 | (12) 43.80 (11) 44.42 | | |
| 17 | EX DMH | 205+73.3 23.7 LT | 46.45 | (15) 42.45 | | |

| MILLSTONE RD DRAINAGE STRUCTURE DATA | | | | | | |
|--------------------------------------|------|---------------------|-----------|--|------------|---------|
| NO. | TYPE | STATION | RIM ELEV. | INV. IN | INV. OUT | REMARKS |
| 21 | CB | 208+49.9 15.9 LT | 54.86 | | (25) 50.20 | |
| 22 | CB | 208+49.9 11.5 RT | 54.87 | | (25) 51.23 | |
| 23 | LG | 208+44.6 16.2 RT | 54.85 | (25) 49.70 | | |
| 25 | DMH | 208+44.9 6.4 RT | 54.93 | (21) 49.90 (22) 51.10 (26) 50.75 | (23) 49.80 | |



TOWN OF BREWSTER
MILLSTONE ROAD
UTILITY PLANS
SHEET 66 OF 136

N/F
KENNETH E. & SALLY E. ENOS
273 MILLSTONE ROAD
ASSESSORS' MAP/PARCEL: 100/74
DEED BOOK/PAGE: 28805/316

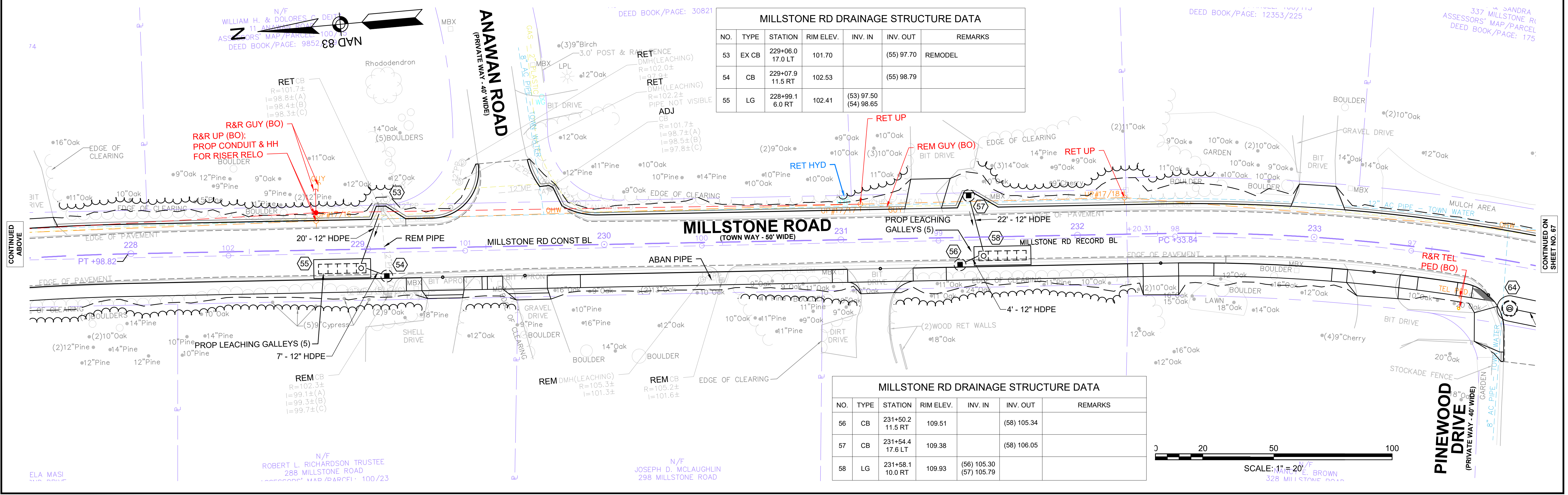
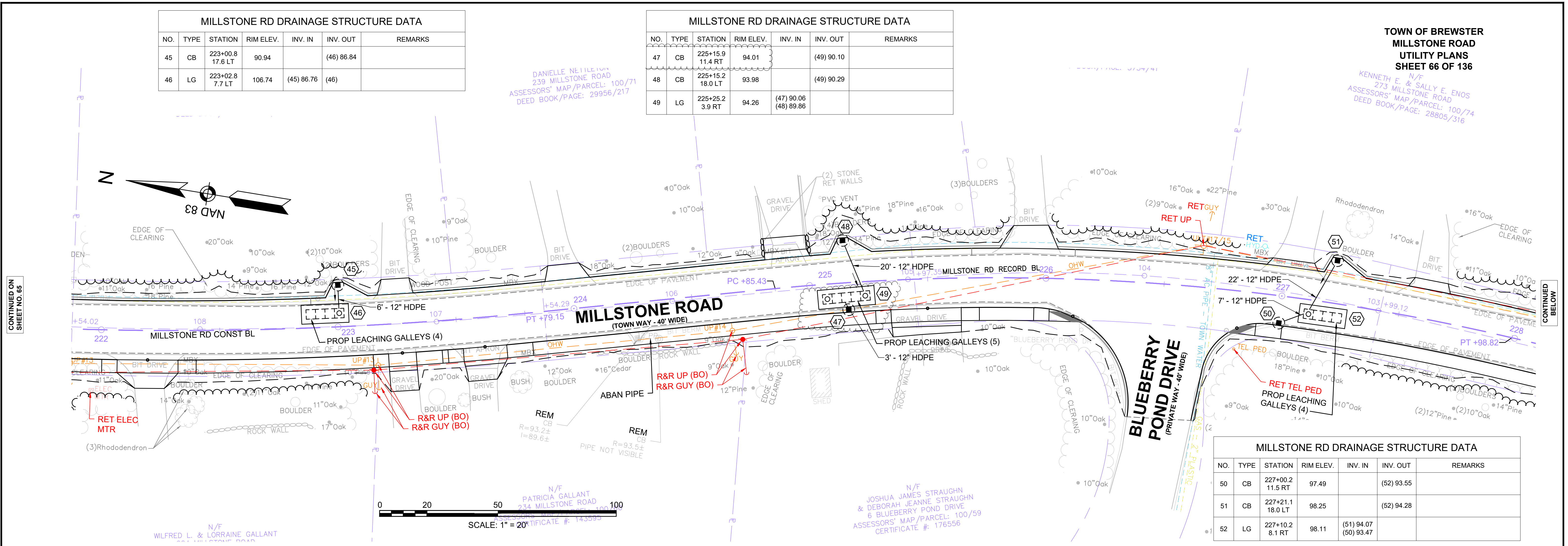
| MILLSTONE RD DRAINAGE STRUCTURE DATA | | | | | | |
|--------------------------------------|------|---------------------|-----------|------------|------------|---------|
| NO. | TYPE | STATION | RIM ELEV. | INV. IN | INV. OUT | REMARKS |
| 45 | CB | 223+00.8 17.6 LT | 90.94 | | (46) 86.84 | |
| 46 | LG | 223+02.8 7.7 LT | 106.74 | (45) 86.76 | (46) | |

| MILLSTONE RD DRAINAGE STRUCTURE DATA | | | | | | |
|--------------------------------------|------|---------------------|-----------|--------------------------|------------|---------|
| NO. | TYPE | STATION | RIM ELEV. | INV. IN | INV. OUT | REMARKS |
| 47 | CB | 225+15.9 11.4 RT | 94.01 | | (49) 90.10 | |
| 48 | CB | 225+15.2 18.0 LT | 93.98 | | (49) 90.29 | |
| 49 | LG | 225+25.2 3.9 RT | 94.26 | (47) 90.06 (48) 89.88 | | |

| MILLSTONE RD DRAINAGE STRUCTURE DATA | | | | | | |
|--------------------------------------|------|---------------------|-----------|--------------------------|------------|---------|
| NO. | TYPE | STATION | RIM ELEV. | INV. IN | INV. OUT | REMARKS |
| 50 | CB | 227+00.2 11.5 RT | 97.49 | | (52) 93.55 | |
| 51 | CB | 227+21.1 18.0 LT | 98.25 | | (52) 94.28 | |
| 52 | LG | 227+10.2 8.1 RT | 98.11 | (51) 94.07 (50) 93.47 | | |

| MILLSTONE RD DRAINAGE STRUCTURE DATA | | | | | | |
|--------------------------------------|-------|---------------------|-----------|--------------------------|------------|---------|
| NO. | TYPE | STATION | RIM ELEV. | INV. IN | INV. OUT | REMARKS |
| 53 | EX CB | 229+06.0 17.0 LT | 101.70 | | (55) 97.70 | REMODEL |
| 54 | CB | 229+07.9 11.5 RT | 102.53 | | (55) 98.79 | |
| 55 | LG | 228+99.1 6.0 RT | 102.41 | (53) 97.50 (54) 98.65 | | |

| MILLSTONE RD DRAINAGE STRUCTURE DATA | | | | | | |
|--------------------------------------|------|---------------------|-----------|----------------------------|-------------|---------|
| NO. | TYPE | STATION | RIM ELEV. | INV. IN | INV. OUT | REMARKS |
| 56 | CB | 231+50.2 11.5 RT | 109.51 | | (58) 105.34 | |
| 57 | CB | 231+54.4 17.6 LT | 109.38 | | (58) 106.05 | |
| 58 | LG | 231+58.1 10.0 RT | 109.93 | (56) 105.30 (57) 105.79 | | |



CONTINUED ON
SHEET NO. 65

CONTINUED
BELOW

CONTINUED
ABOVE

CONTINUED ON
SHEET NO. 67

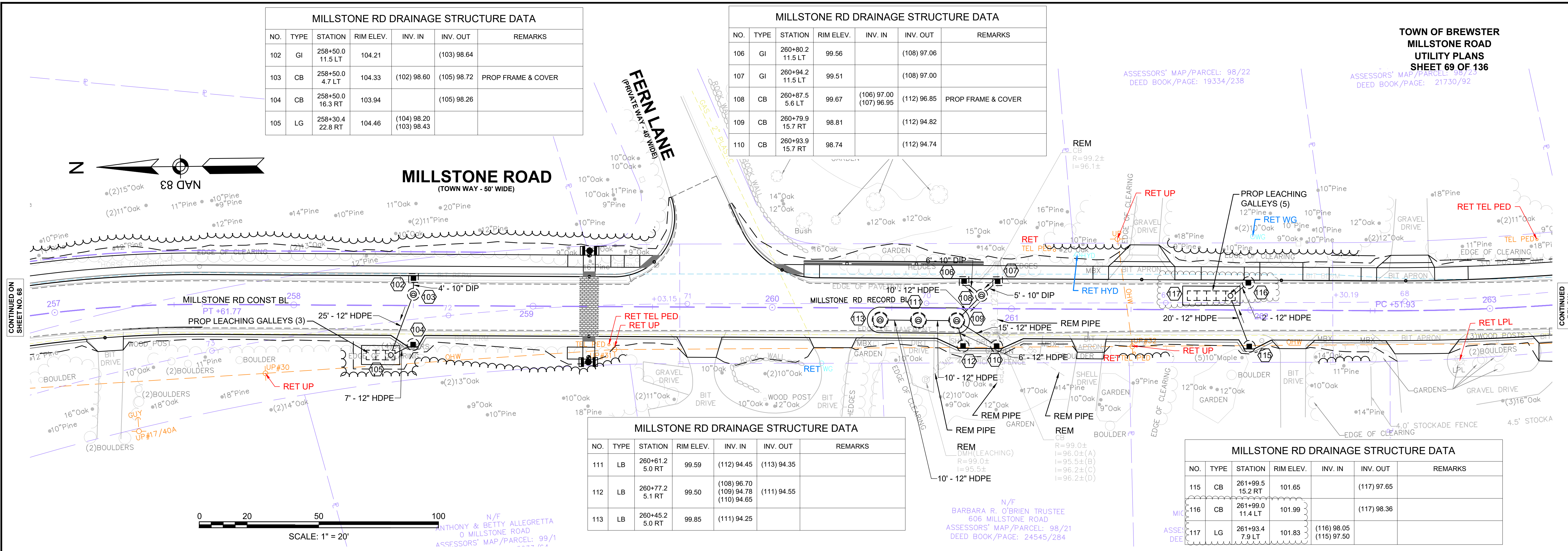
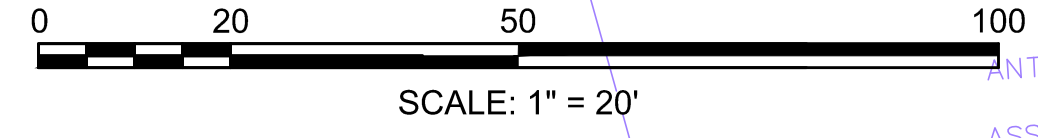
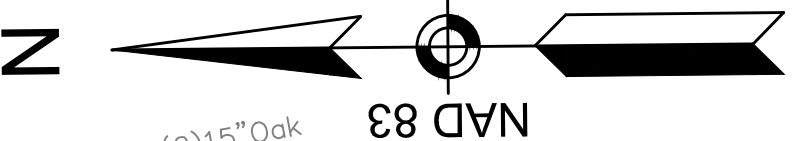
TOWN OF BREWSTER
MILLSTONE ROAD
UTILITY PLANS
SHEET 69 OF 136

| MILLSTONE RD DRAINAGE STRUCTURE DATA | | | | | | |
|--------------------------------------|------|---------------------|-----------|----------------------------|-------------|--------------------|
| NO. | TYPE | STATION | RIM ELEV. | INV. IN | INV. OUT | REMARKS |
| 102 | GI | 258+50.0 11.5 LT | 104.21 | | (103) 98.84 | |
| 103 | CB | 258+50.0 4.7 LT | 104.33 | (102) 98.60 | (105) 98.72 | PROP FRAME & COVER |
| 104 | CB | 258+50.0 16.3 RT | 103.94 | | (105) 98.26 | |
| 105 | LG | 258+30.4 22.8 RT | 104.46 | (104) 98.20 (103) 98.43 | | |

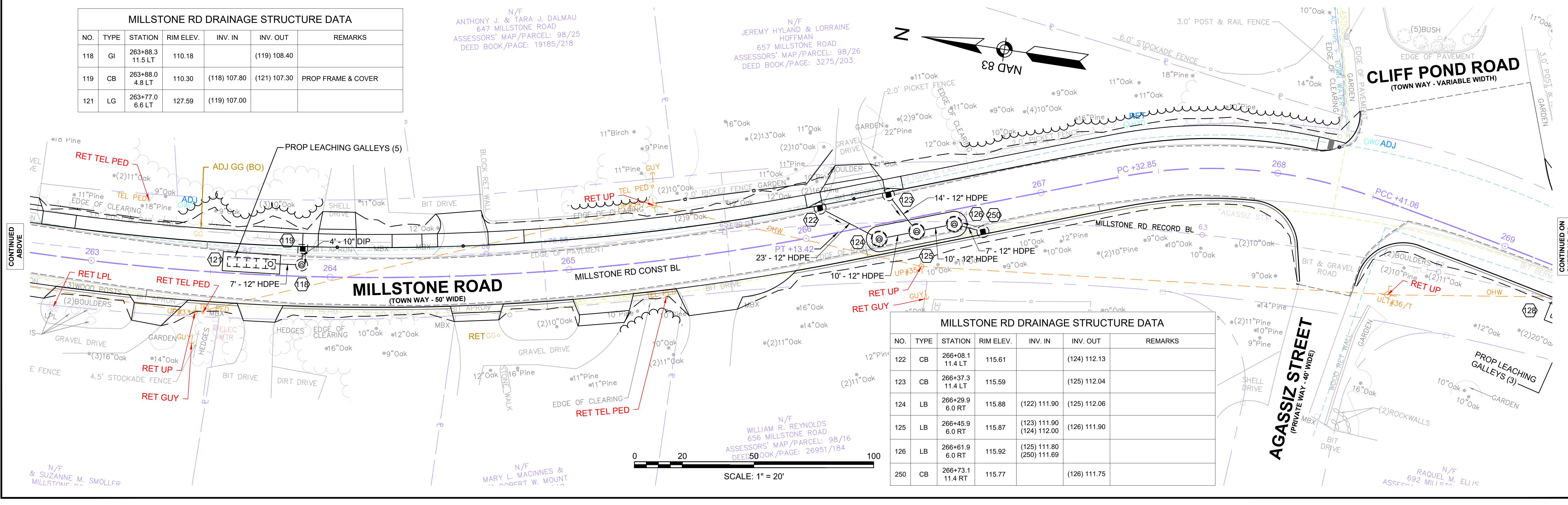
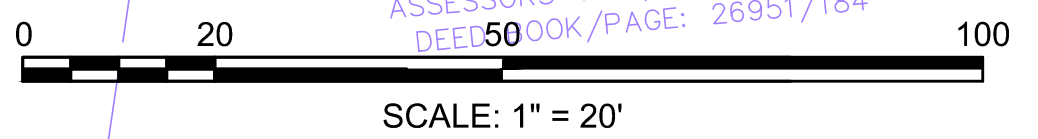
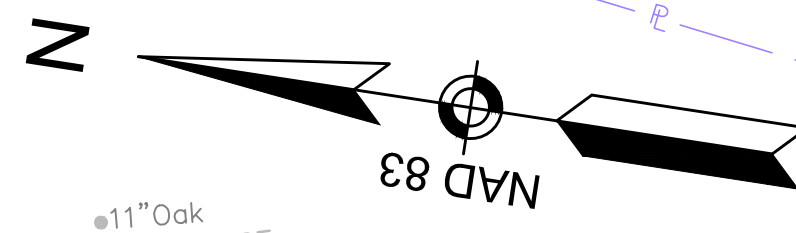
| MILLSTONE RD DRAINAGE STRUCTURE DATA | | | | | | |
|--------------------------------------|------|---------------------|-----------|----------------------------|-------------|--------------------|
| NO. | TYPE | STATION | RIM ELEV. | INV. IN | INV. OUT | REMARKS |
| 106 | GI | 260+80.2 11.5 LT | 99.56 | | (108) 97.06 | |
| 107 | GI | 260+84.2 11.5 LT | 99.51 | | (108) 97.00 | |
| 108 | CB | 260+87.5 5.6 LT | 99.67 | (106) 97.00 (107) 96.95 | (112) 96.85 | PROP FRAME & COVER |
| 109 | CB | 260+79.9 15.7 RT | 98.81 | | (112) 94.82 | |
| 110 | CB | 260+93.9 15.7 RT | 98.74 | | (112) 94.74 | |

| MILLSTONE RD DRAINAGE STRUCTURE DATA | | | | | | |
|--------------------------------------|------|--------------------|-----------|---|-------------|---------|
| NO. | TYPE | STATION | RIM ELEV. | INV. IN | INV. OUT | REMARKS |
| 111 | LB | 260+61.2 5.0 RT | 99.59 | (112) 94.45 | (113) 94.35 | |
| 112 | LB | 260+77.2 5.1 RT | 99.50 | (108) 96.70 (109) 94.78 (110) 94.65 | (111) 94.55 | |
| 113 | LB | 260+45.2 5.0 RT | 99.85 | (111) 94.25 | | |

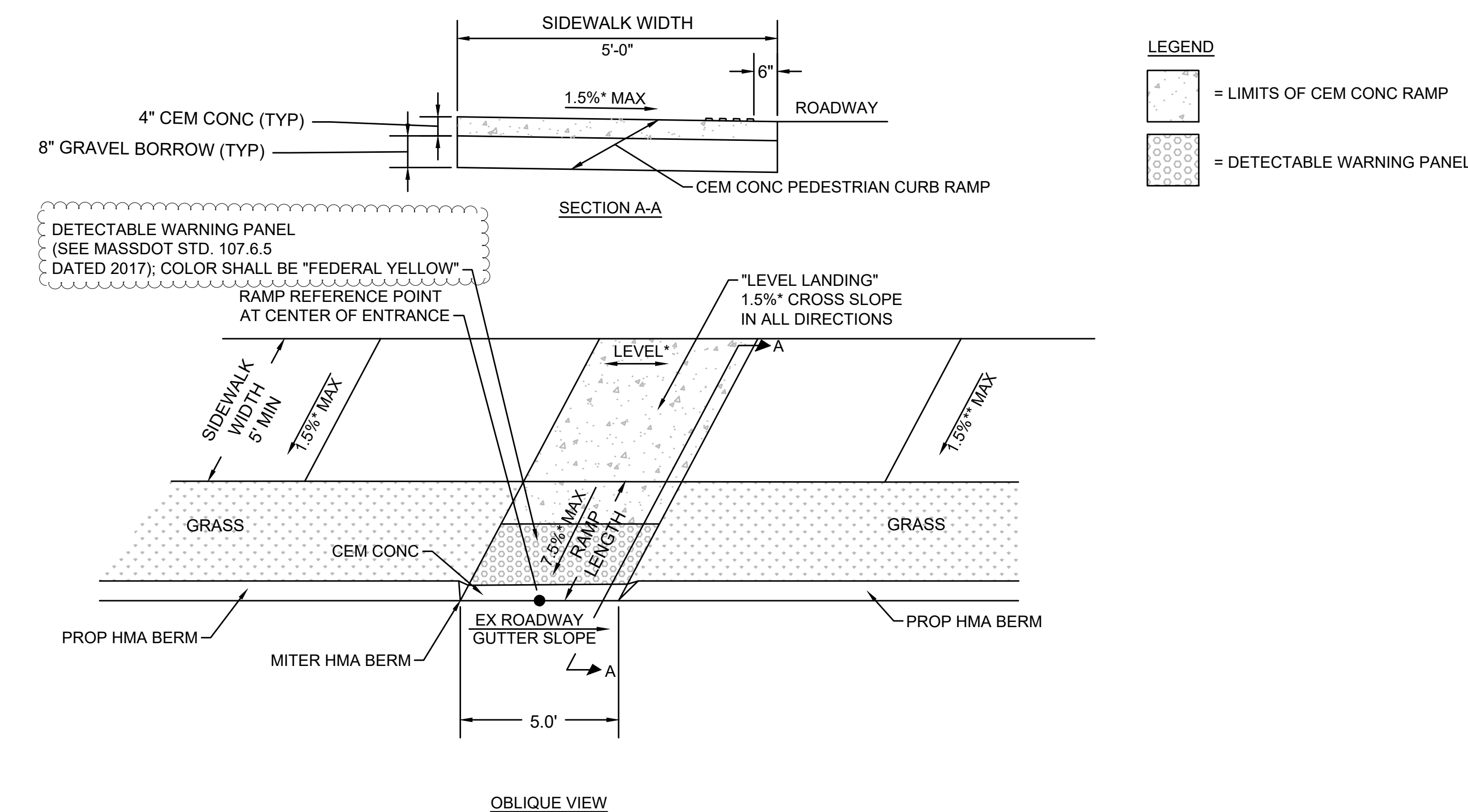
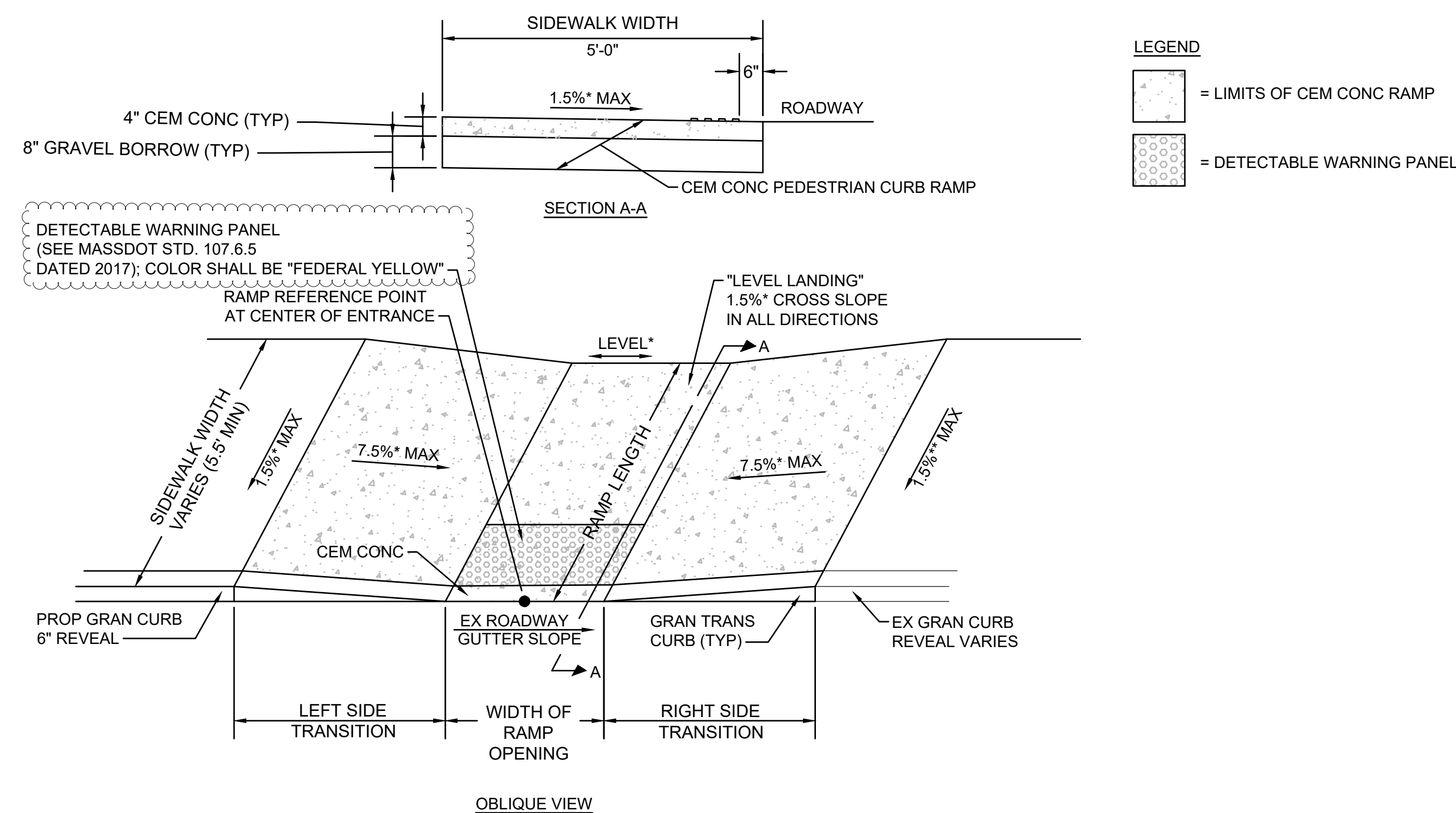
| MILLSTONE RD DRAINAGE STRUCTURE DATA | | | | | | |
|--------------------------------------|------|---------------------|-----------|----------------------------|-------------|---------|
| NO. | TYPE | STATION | RIM ELEV. | INV. IN | INV. OUT | REMARKS |
| 115 | CB | 261+99.5 15.2 RT | 101.65 | | (117) 97.65 | |
| 116 | CB | 261+99.0 11.4 LT | 101.99 | | (117) 98.36 | |
| 117 | LG | 261+93.4 7.8 LT | 101.83 | (116) 98.05 (115) 97.50 | | |



| MILLSTONE RD DRAINAGE STRUCTURE DATA | | | | | | |
|--------------------------------------|------|---------------------|-----------|--------------|--------------|--------------------|
| NO. | TYPE | STATION | RIM ELEV. | INV. IN | INV. OUT | REMARKS |
| 118 | GI | 263+88.3 11.5 LT | 110.18 | | (119) 108.40 | |
| 119 | CB | 263+88.0 4.8 LT | 110.30 | (118) 107.80 | (121) 107.30 | PROP FRAME & COVER |
| 121 | LG | 263+77.0 6.6 LT | 127.59 | (119) 107.00 | | |



| MILLSTONE RD DRAINAGE STRUCTURE DATA | | | | | | |
|--------------------------------------|------|---------------------|-----------|------------------------------|--------------|---------|
| NO. | TYPE | STATION | RIM ELEV. | INV. IN | INV. OUT | REMARKS |
| 122 | CB | 266+08.1 11.4 LT | 115.61 | | (124) 112.13 | |
| 123 | CB | 266+37.3 11.4 LT | 115.59 | | (125) 112.04 | |
| 124 | LB | 266+29.9 6.0 RT | 115.88 | (122) 111.90 | (125) 112.06 | |
| 125 | LB | 266+45.9 6.0 RT | 115.87 | (123) 111.90 (124) 112.00 | (126) 111.90 | |
| 126 | LB | 266+61.9 6.0 RT | 115.92 | (125) 111.80 (250) 111.69 | | |
| 250 | CB | 266+73.1 11.4 RT | 115.77 | | (126) 111.75 | |



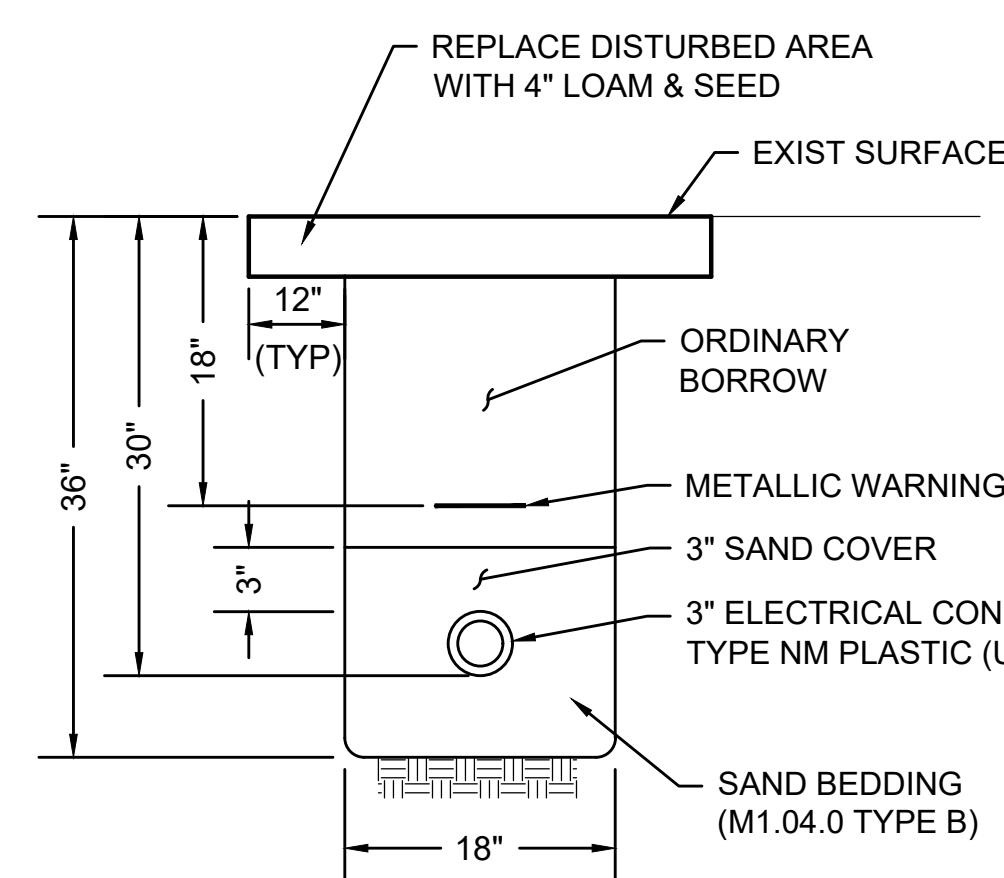
PEDESTRIAN CURB RAMP - LESS THAN 6.50' WIDTH

SCALE: N.T.S.

PEDESTRIAN CURB RAMP - LESS THAN 6.50' WIDTH WITH GRASS STRIP

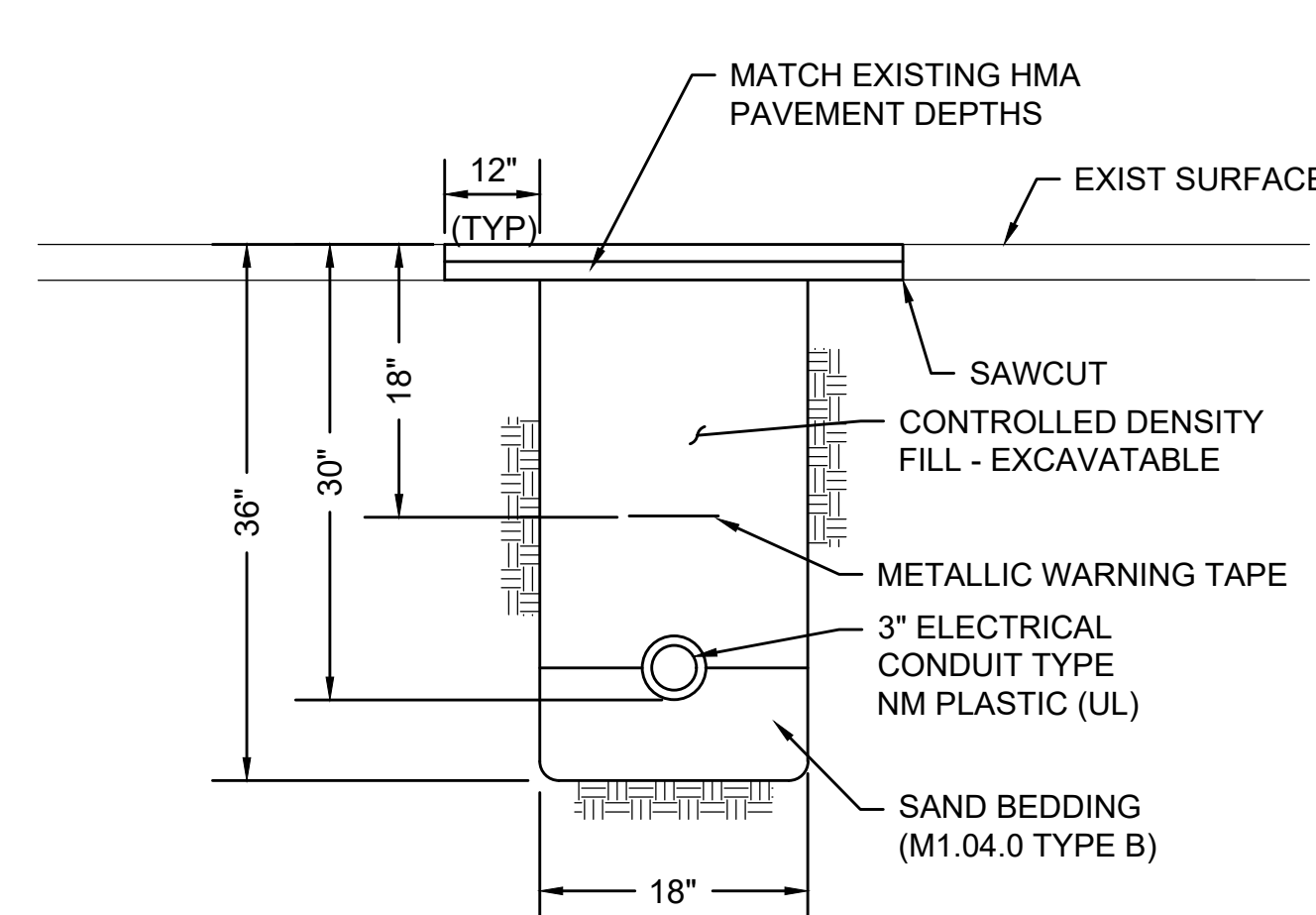
SCALE: N.T.S.

| PEDESTRIAN CURB RAMP DATA | | | | | | | | | | | |
|---------------------------|--|----------------|------------|-------------|--------------|----------------|--------|-------|----------------|--------|-------|
| NO. | LOCATION (REF POINT) | SIDEWALK WIDTH | RAMP WIDTH | RAMP LENGTH | OPENING ELEV | LEFT SIDE | | | RIGHT SIDE | | |
| | | | | | | ROADWAY GUTTER | REVEAL | TRANS | ROADWAY GUTTER | REVEAL | TRANS |
| 1 | STA 311+35.46, 6.9 RT ALGN - ROUTE 6A RECORD BASELINE | 5.4'-5.5' | 5'-0" | 5'-5" | 44.24 | -1.23% | 6" | 6.5' | 0.65% | 6" | 7.67' |
| 2 | STA 311+35.36, 17.0 LT ALGN - ROUTE 6A RECORD BASELINE | 5'-6" | 5'-0" | 5'-6" | 44.25 | 1.67% | 6" | 9.0' | -1.54% | 6" | 6.5' |
| 29 | STA 296+42.31, 19.8 LT ALGN - MILLSTONE RD CONST BASELINE | 5'-6" | 5'-0" | 5'-6" | 111.78 | -0.20% | 6" | 7.67' | N/A | 6" | N/A |
| 30 | STA 297+21.26, 18.4 LT ALGN - MILLSTONE RD CONST BASELINE | 5'-6" | 5'-0" | 5'-6" | 111.33 | N/A | 6" | N/A | -0.50% | 6" | 6.5' |



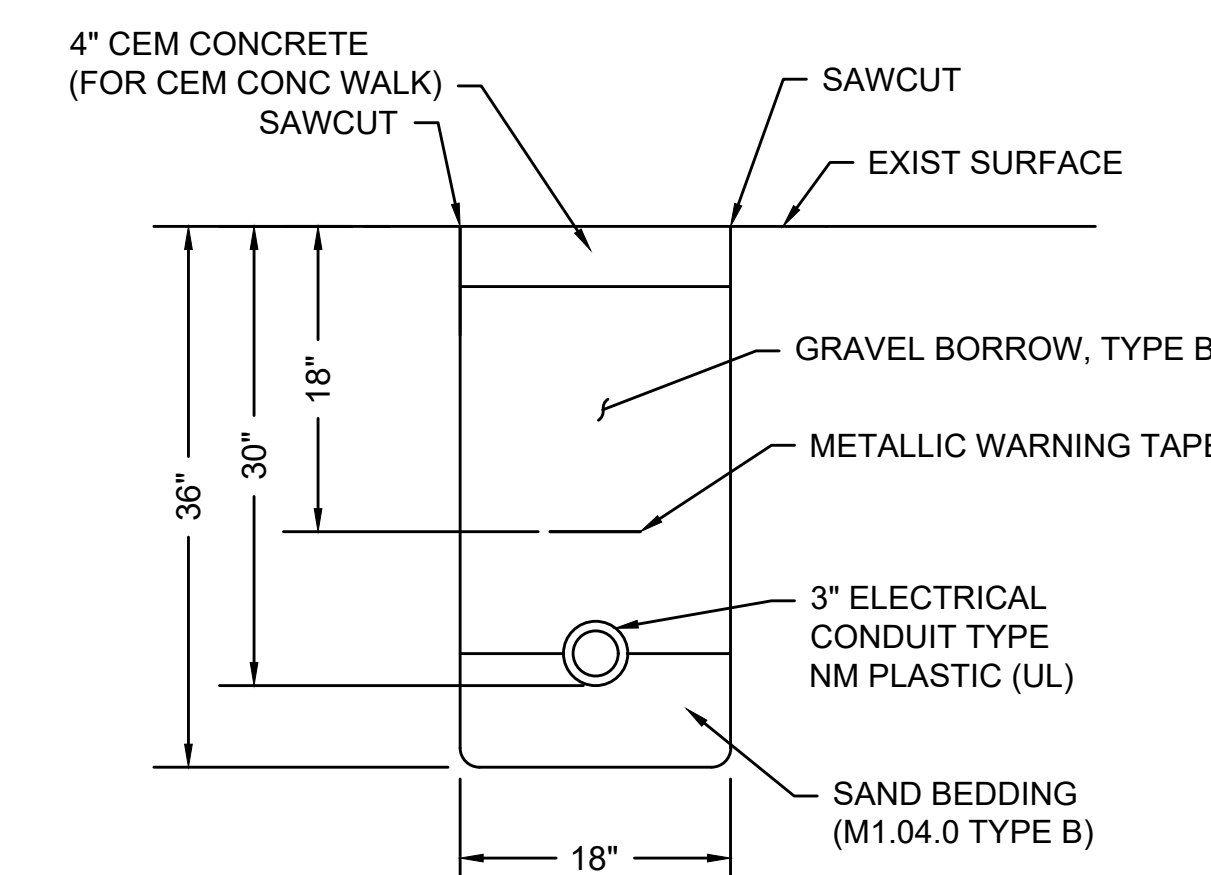
CONDUIT IN GRASS

SCALE: N.T.S.



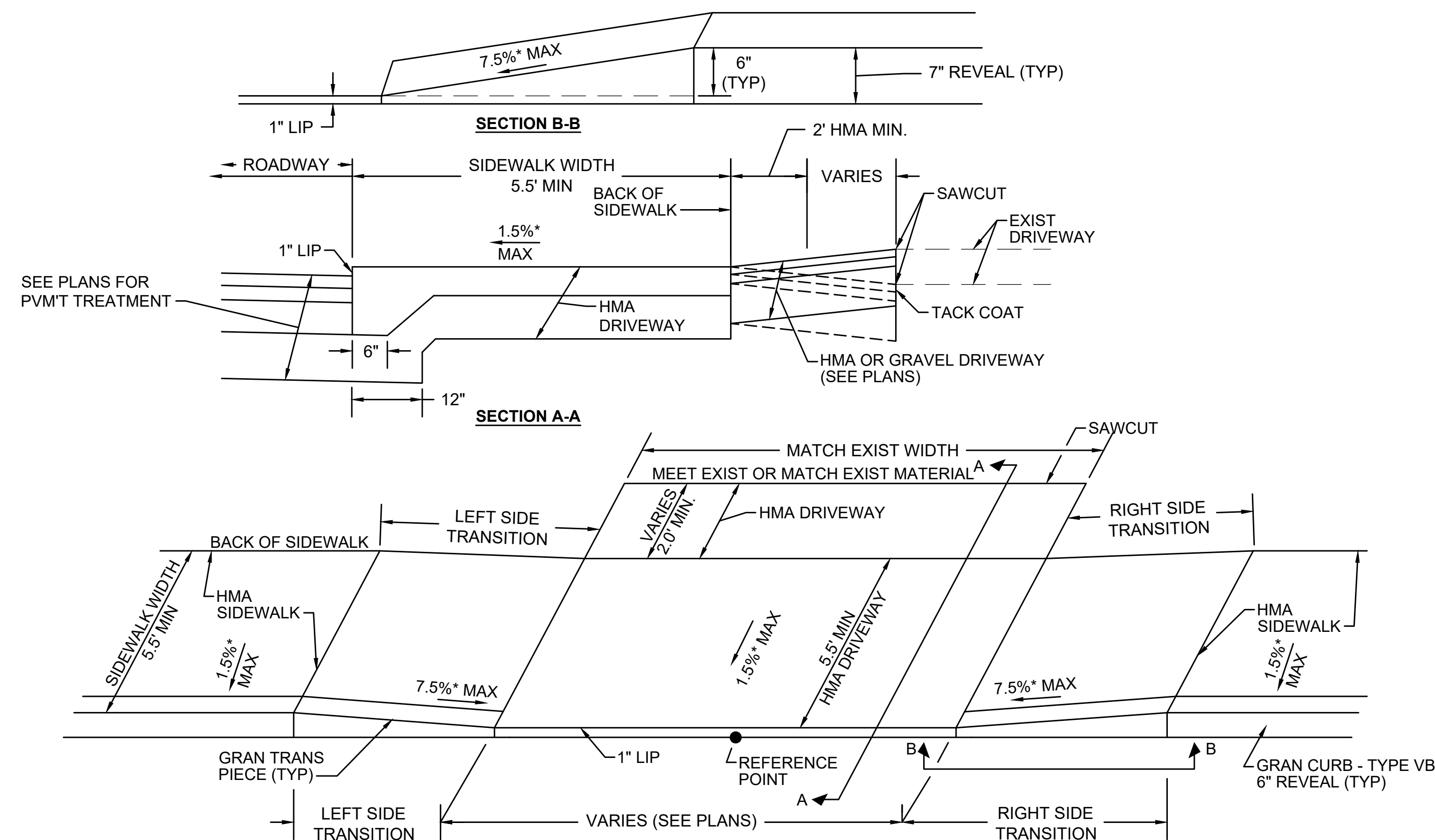
CONDUIT CROSSING ROADWAY/DRIVEWAY

SCALE: N.T.S.



CONDUIT IN SIDEWALK

SCALE: N.T.S. DWG: TRENCH-03 DATE: MARCH 2013



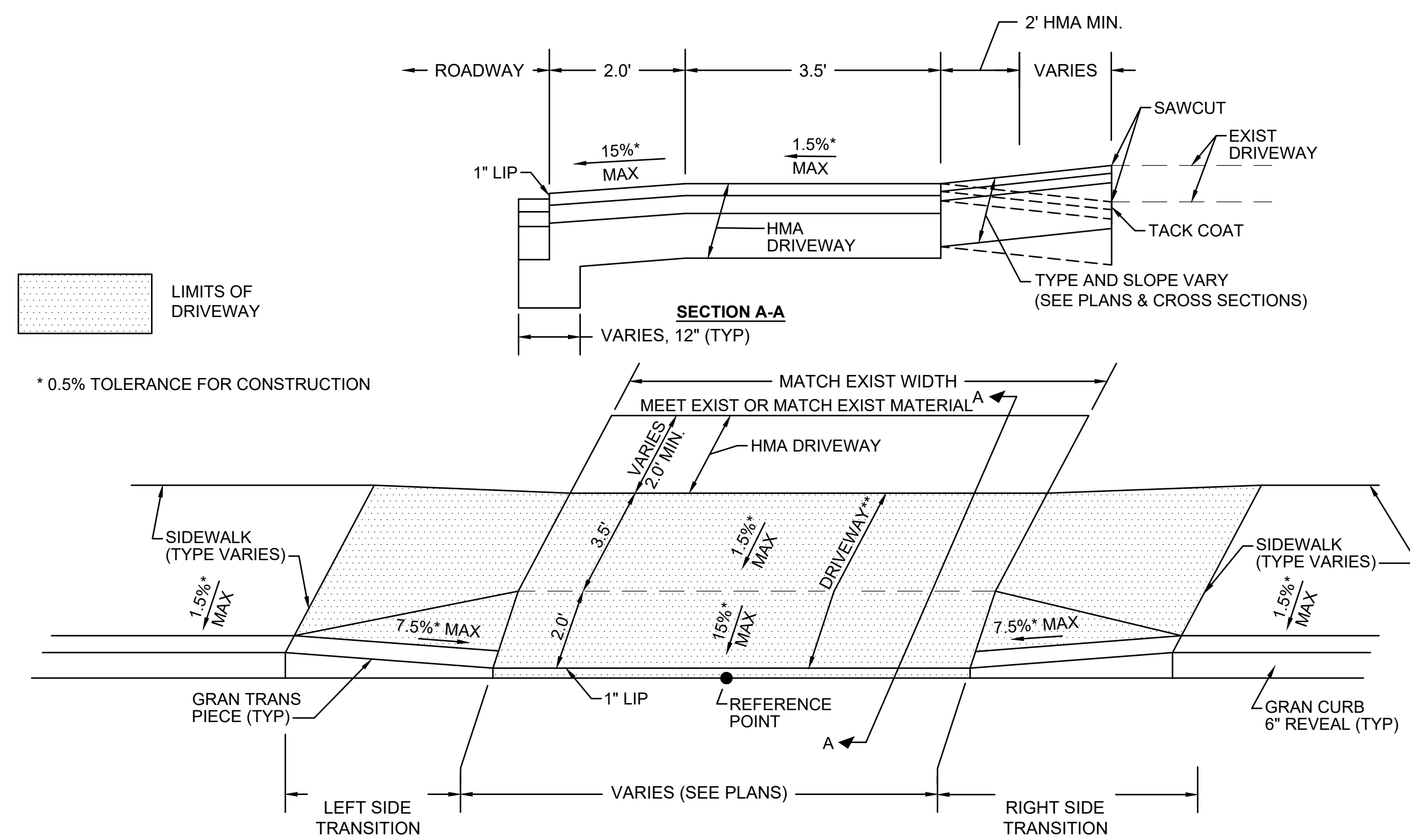
HMA DRIVEWAY IN GRANITE CURB

SCALE: NTS

| HMA DRIVEWAY IN GRANITE CURB DATA | | | | | |
|-----------------------------------|---|----------------|--------------|-----------|------------|
| NO. | LOCATION (REF POINT) | ROADWAY GUTTER | OPENING ELEV | LEFT SIDE | RIGHT SIDE |
| | | | | TRANS | TRANS |
| 1 | STA 210+05.97, 12.5' RT ALGN - MILLSTONE RD CONST BASELINE | 1.45% | 59.04 | 15'-0" | 6'-6" |
| 2 | STA 211+64.34, 12.5' RT ALGN - MILLSTONE RD CONST BASELINE | 2.97% | 62.03 | 6'-6" | 14'-0" |
| 3 | STA 212+72.13, 12.5' RT ALGN - MILLSTONE RD CONST BASELINE | 5.97% | 66.53 | 15'-0" | 6'-6" |
| 4 | STA 215+34.97, 12.5' RT ALGN - MILLSTONE RD CONST BASELINE | 2.57% | 80.42 | 14'-0" | 6'-6" |
| 5 | STA 216+02.10, 12.5' RT ALGN - MILLSTONE RD CONST BASELINE | 0.55% | 81.44 | 9'-0" | 6'-6" |
| 6 | STA 216+98.65, 12.5' RT ALGN - MILLSTONE RD CONST BASELINE | 1.37% | 82.09 | 7'-8" | 6'-6" |
| 7 | STA 218+23.01, 12.5' RT ALGN - MILLSTONE RD CONST BASELINE | 3.57% | 85.35 | 11'-0" | 6'-6" |
| 8 | STA 218+92.46, 12.5' RT ALGN - MILLSTONE RD CONST BASELINE | 0.94% | 86.94 | 11'-0" | 6'-6" |
| 9 | STA 220+33.24, 12.5' RT ALGN - MILLSTONE RD CONST BASELINE | 0.42% | 87.58 | 9'-0" | 6'-6" |
| 11 | STA 222+19.63, 12.5' RT ALGN - MILLSTONE RD CONST BASELINE | 1.73% | 89.34 | 7'-8" | 6'-6" |
| 12 | STA 223+26.45, 12.5' RT ALGN - MILLSTONE RD CONST BASELINE | 2.86% | 92.22 | 11'-0" | 6'-6" |
| 13 | STA 223+61.17, 12.5' RT ALGN - MILLSTONE RD CONST BASELINE | 1.97% | 93.05 | 11'-0" | 6'-6" |
| 52 | STA 225+49.60, 12.5' RT ALGN - MILLSTONE RD CONST BASELINE | 0.67% | 94.22 | 7'-8" | 6'-6" |

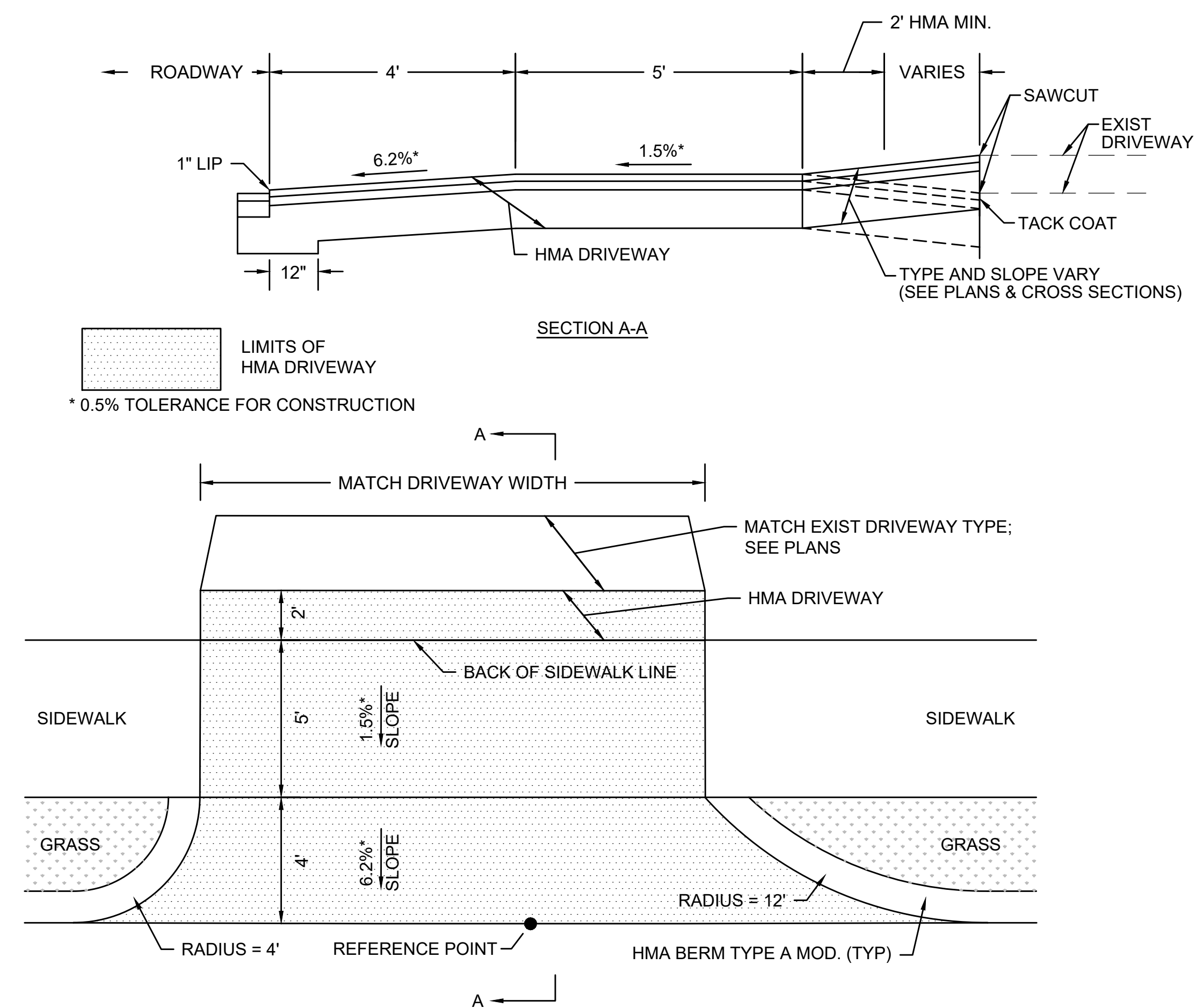
| HMA DRIVEWAY IN GRANITE CURB DATA | | | | | |
|-----------------------------------|--|----------------|--------------|-----------|------------|
| NO. | LOCATION (REF POINT) | ROADWAY GUTTER | OPENING ELEV | LEFT SIDE | RIGHT SIDE |
| | | | | TRANS | TRANS |
| 15 | STA 229+31.51, 12.5' RT ALGN - MILLSTONE RD CONST BASELINE | 0.91% | 102.88 | 7'-8" | 6'-6" |
| 16 | STA 229+66.23, 12.5' RT ALGN - MILLSTONE RD CONST BASELINE | 1.09% | 103.70 | 14'-0" | 6'-6" |
| 17 | STA 231+16.41, 12.5' RT ALGN - MILLSTONE RD CONST BASELINE | 4.51% | 107.97 | 14'-0" | 6'-6" |
| 53 | STA 232+34.92, 12.5' RT ALGN - MILLSTONE RD CONST BASELINE | 6.29% | 114.21 | 15'-0" | 6'-6" |
| 49 | STA 233+26.67, 12.5' RT ALGN - MILLSTONE RD CONST BASELINE | 3.23% | 119.04 | 15'-0" | 6'-6" |
| 51 | STA 235+39.95, 12.5' RT ALGN - MILLSTONE RD CONST BASELINE | 1.19% | 120.43 | 9'-0" | 6'-6" |
| 18 | STA 238+79.61, 12.5' RT ALGN - MILLSTONE RD CONST BASELINE | -1.29% | 115.48 | 6'-6" | 7'-8" |
| 19 | STA 239+71.00, 12.5' RT ALGN - MILLSTONE RD CONST BASELINE | -1.85% | 114.63 | 6'-6" | 9'-0" |
| 22 | STA 261+54.66, -12.5' LT ALGN - MILLSTONE RD CONST BASELINE | 2.48% | 100.81 | 6'-6" | 11'-0" |
| 23 | STA 262+64.90, -12.5' LT ALGN - MILLSTONE RD CONST BASELINE | 3.92% | 104.61 | 6'-6" | 14'-0" |
| 24 | STA 264+02.82, -12.5' LT ALGN - MILLSTONE RD CONST BASELINE | 5.16% | 111.09 | 6'-6" | 15'-0" |
| 25 | STA 264+56.13, -12.5' LT ALGN - MILLSTONE RD CONST BASELINE | 4.54% | 113.61 | 6'-6" | 15'-0" |
| 61 | STA 273+76.26, -12.5' LT ALGN - MILLSTONE RD CONST BASELINE | 0.91% | 120.5 | 9'-0" | 6'-6" |
| 62 | STA 274+22.08, -12.5' LT ALGN - MILLSTONE RD CONST BASELINE | 1.70% | 119.8 | 9'-0" | 6'-6" |

| HMA DRIVEWAY IN GRANITE CURB DATA | | | | | |
|-----------------------------------|--|----------------|--------------|-----------|------------|
| NO. | LOCATION (REF POINT) | ROADWAY GUTTER | OPENING ELEV | LEFT SIDE | RIGHT SIDE |
| | | | | TRANS | TRANS |
| 63 | STA 274+88.69, -12.5' LT ALGN - MILLSTONE RD CONST BASELINE | 1.71% | 118.7 | 9'-0" | 6'-6" |
| 64 | STA 275+54.69, -12.5' LT ALGN - MILLSTONE RD CONST BASELINE | 0.55% | 117.9 | 7'-8" | 6'-6" |
| 27 | STA 278+25.89, -12.5' RT ALGN - MILLSTONE RD CONST BASELINE | 0.30% | 116.99 | 6'-6" | 9'-0" |
| 28 | STA 295+63.64, -12.5' LT ALGN - MILLSTONE RD CONST BASELINE | -1.71% | 112.51 | 9'-0" | 6'-6" |
| 29 | STA 295+97.98, -12.5' LT ALGN - MILLSTONE RD CONST BASELINE | -0.47% | 112.21 | 7'-8" | 6'-6" |
| 72 | STA 299+55.89, -12.5' LT ALGN - MILLSTONE RD CONST BASELINE | 0.26% | 110.5 | 7'-8" | 6'-6" |
| 35 | STA 304+65.45, -12.5' LT ALGN - MILLSTONE RD CONST BASELINE | 0.11% | 112.34 | 9'-0" | 6'-6" |
| 38 | STA 306+84.80, -12.5' LT ALGN - MILLSTONE RD CONST BASELINE | -0.68% | 113.70 | 7'-8" | 6'-6" |
| 40 | STA 309+12.96, -12.5' LT ALGN - MILLSTONE RD CONST BASELINE | -0.85% | 112.51 | 9'-0" | 6'-6" |
| 41 | STA 310+07.82, -12.5' LT ALGN - MILLSTONE RD CONST BASELINE | -0.76% | 111.93 | 6'-6" | 7'-8" |
| 42 | STA 311+83.96, -12.5' LT ALGN - MILLSTONE RD CONST BASELINE | -0.02% | 111.30 | 7'-8" | 6'-6" |
| 43 | STA 315+25.70, -12.5' LT ALGN - MILLSTONE RD CONST BASELINE | 0.36% | 111.84 | 6'-6" | 7'-8" |
| 44 | STA 315+72.88, -12.5' LT ALGN - MILLSTONE RD CONST BASELINE | 0.03% | 111.93 | 6'-6" | 7'-8" |
| 45 | STA 317+12.61, -12.5' LT ALGN - MILLSTONE RD CONST BASELINE | -1.17% | 110.79 | 9'-0" | 6'-6" |
| 46 | STA 317+68.30, -12.5' LT ALGN - MILLSTONE RD CONST BASELINE | -0.44% | 110.30 | 9'-0" | 6'-6" |
| 73 | STA 320+86.33, -12.5' LT ALGN - MILLSTONE RD CONST BASELINE | 0.18% | 110.3 | 7'-8" | 6'-6" |
| 78 | STA 262+12.77, -12.5' LT ALGN - MILLSTONE RD CONST BASELINE | 3.00% | 102.5 | 6'-6" | 11'-0" |



HMA DRIVEWAY W/ GRADE BREAK

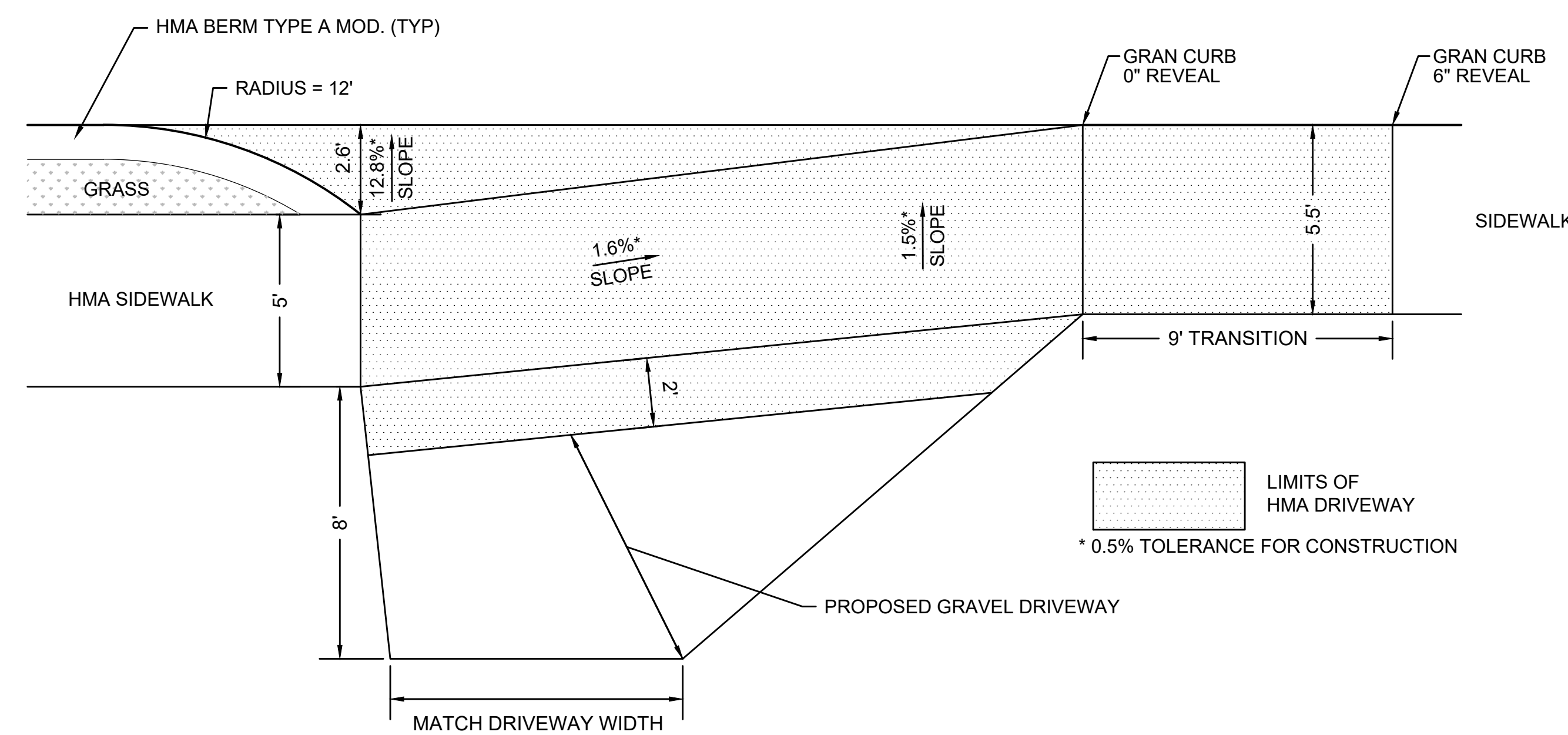
SCALE: N.T.S.



HMA DRIVEWAY WITH GRASS STRIP

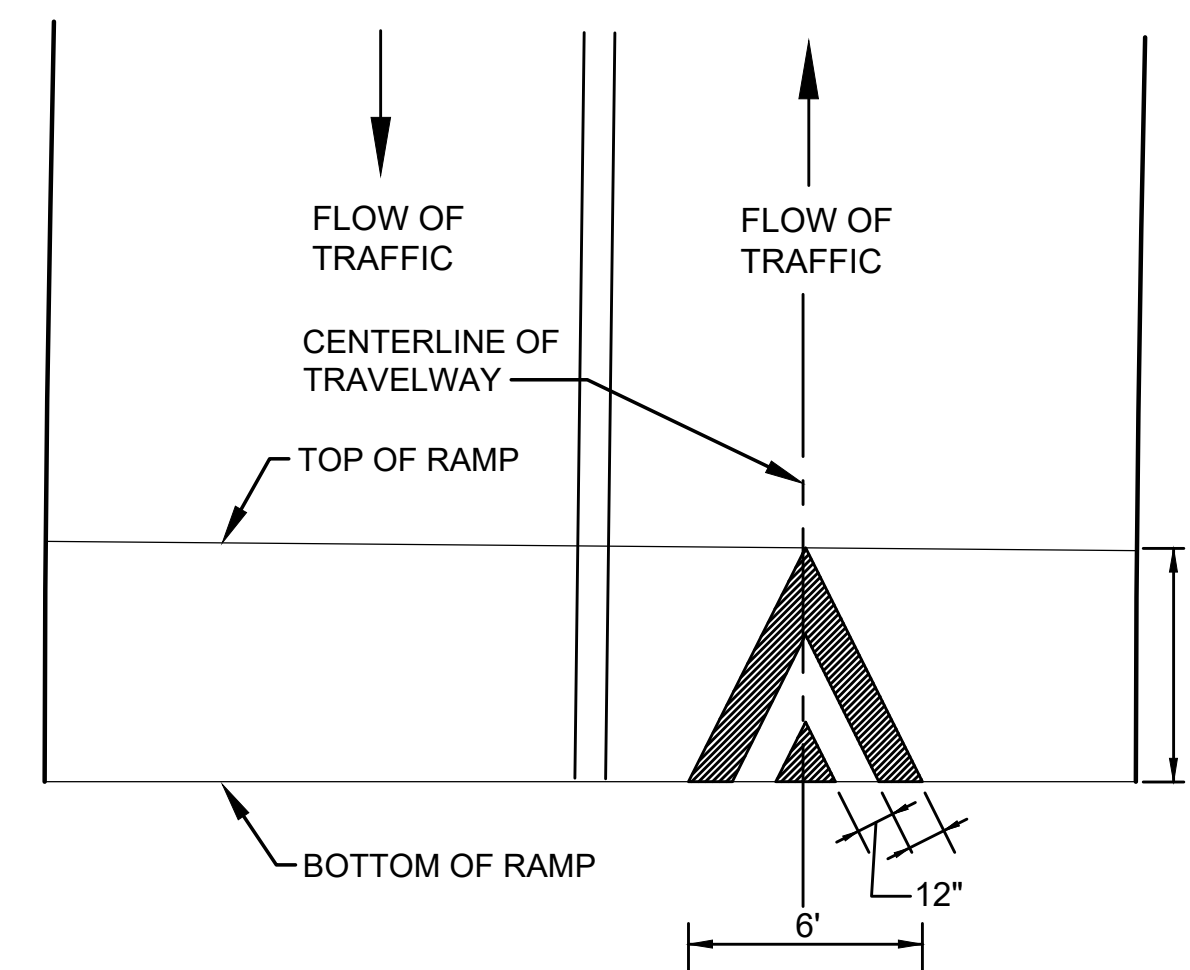
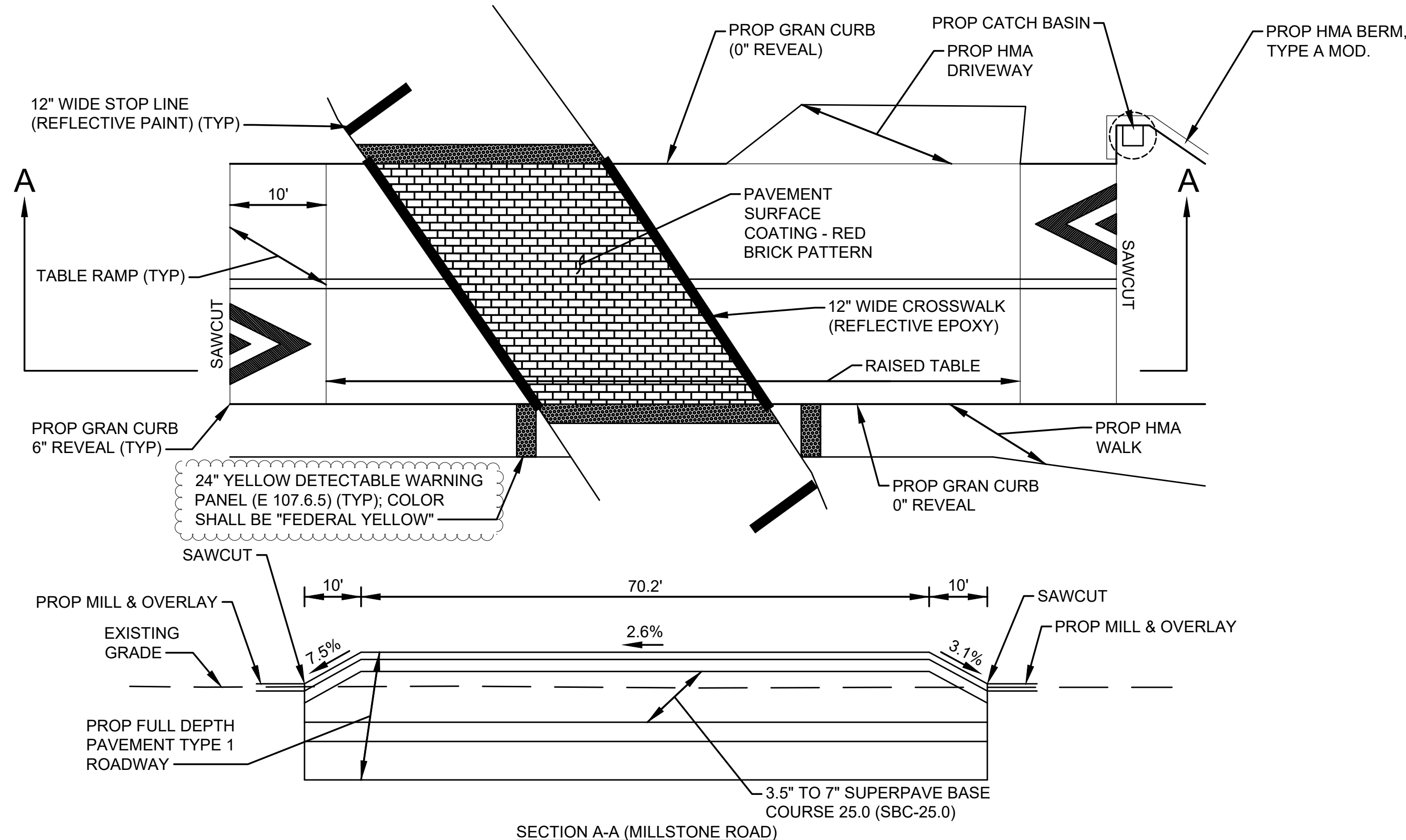
SCALE: N.T.S.

| HMA DRIVEWAY W/ GRADE BREAK DATA | | | | | |
|----------------------------------|--|----------------|--------------|-----------------|------------------|
| NO. | LOCATION (REF POINT) | ROADWAY GUTTER | OPENING ELEV | LEFT SIDE TRANS | RIGHT SIDE TRANS |
| 10 | STA 220+84.86, 12.5' RT ALGN - MILLSTONE RD CONST BASELINE | 0.50% | 87.94 | 7'-8" | 6'-6" |
| 50 | STA 234+59.28, 12.5' RT ALGN - MILLSTONE RD CONST BASELINE | 0.54% | 119.04 | 7'-8" | 6'-6" |
| 26 | STA 266+22.80, -12.5' LT ALGN - MILLSTONE RD CONST BASELINE | -0.02% | 115.76 | 6'-6" | 7'-8" |
| 30 | STA 301+32.22, -12.5' LT ALGN - MILLSTONE RD CONST BASELINE | -0.90% | 109.93 | 6'-6" | 7'-8" |
| 31 | STA 302+41.15, -12.5' LT ALGN - MILLSTONE RD CONST BASELINE | 2.16% | 110.90 | 6'-6" | 9'-0" |
| 32 | STA 302+84.52, -12.5' LT ALGN - MILLSTONE RD CONST BASELINE | 3.91% | 112.08 | 6'-6" | 11'-0" |
| 33 | STA 303+44.79, -12.5' LT ALGN - MILLSTONE RD CONST BASELINE | -0.48% | 113.23 | 7'-8" | 6'-6" |
| 34 | STA 303+93.74, -12.5' LT ALGN - MILLSTONE RD CONST BASELINE | -0.60% | 112.73 | 6'-6" | 7'-8" |
| 36 | STA 305+04.50, -12.5' LT ALGN - MILLSTONE RD CONST BASELINE | 1.33% | 112.89 | 6'-6" | 14'-0" |
| 37 | STA 305+56.92, -12.5' LT ALGN - MILLSTONE RD CONST BASELINE | 1.30% | 113.39 | 6'-6" | 7'-8" |
| 39 | STA 308+38.25, -12.5' LT ALGN - MILLSTONE RD CONST BASELINE | -1.06% | 113.09 | 6'-6" | 7'-8" |
| 47 | STA 321+42.83, -12.5' LT ALGN - MILLSTONE RD CONST BASELINE | -1.33% | 109.73 | 7'-8" | 6'-6" |
| | STA 322+45.02, -12.5' LT | | | | |



HMA DRIVEWAY AT STATION 205+80 RT

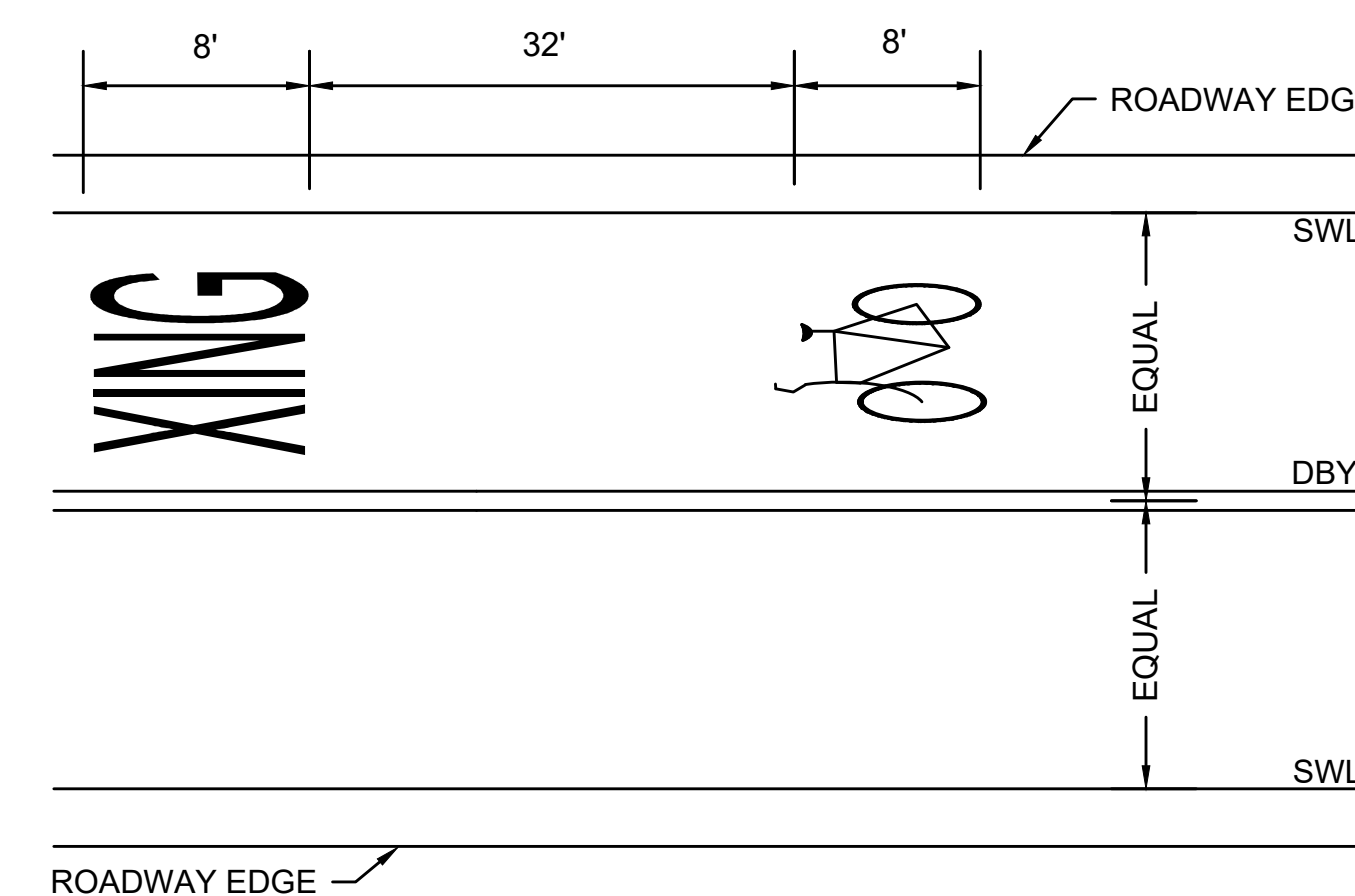
SCALE: N.T.S.



- NOTES:
1. RAMP MARKINGS SHALL BE REFLECTIVE EPOXY.
2. SEE TRAFFIC PLANS FOR RAMP MARKING LAYOUT.
3. SEE FIGURE 3B-29 IN THE MUTCD FOR MORE DETAIL.

SPEED TABLE PAVEMENT MARKINGS

SCALE: N.T.S.



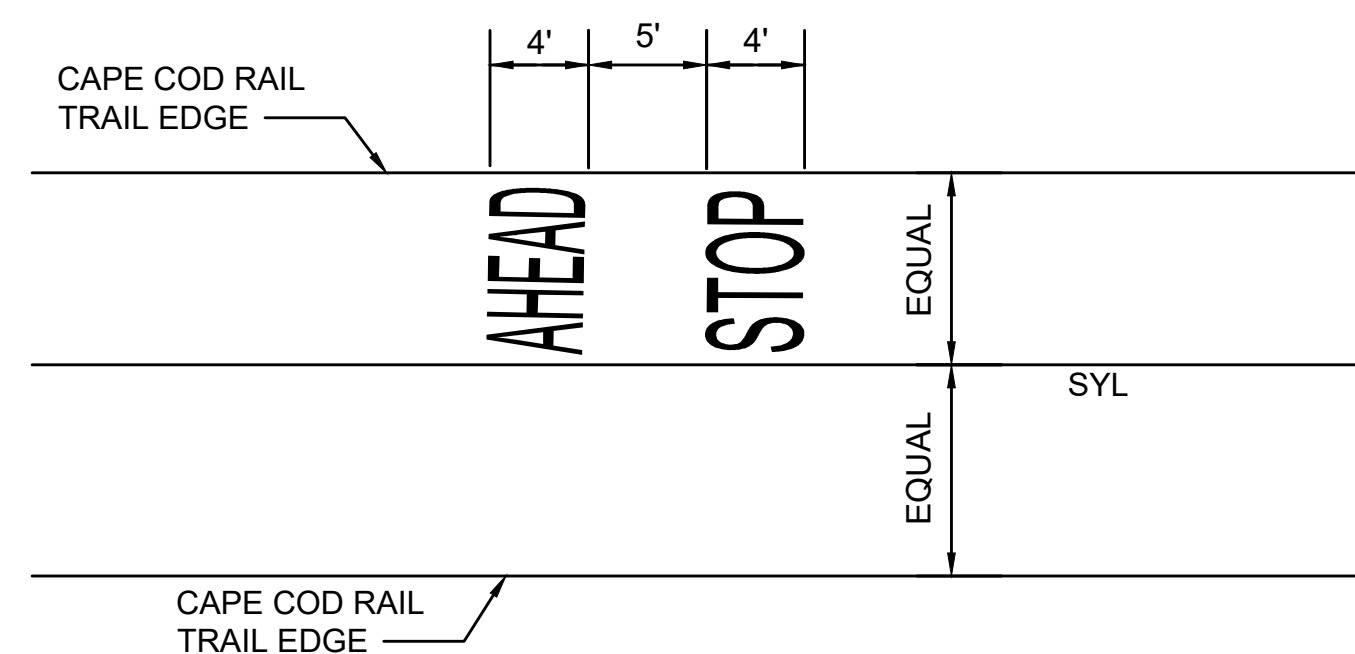
- NOTES:
1. BICYCLE AND 'XING' MARKINGS SHALL BE REFLECTIVE THERMOPLASTIC.
2. SWL AND DBYL MARKINGS SHALL BE REFLECTIVE EPOXY.

ROADWAY PAVEMENT MARKINGS

SCALE: N.T.S.

CCRT CROSSING - SPEED TABLE

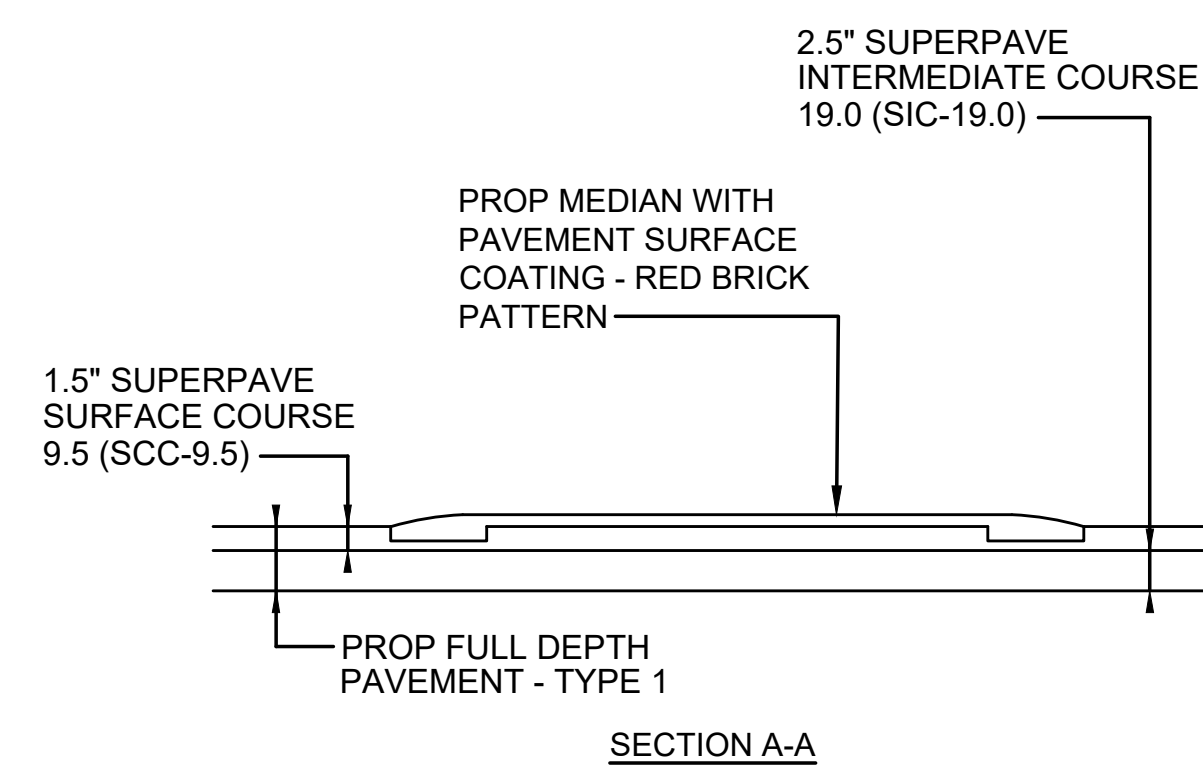
SCALE: N.T.S.



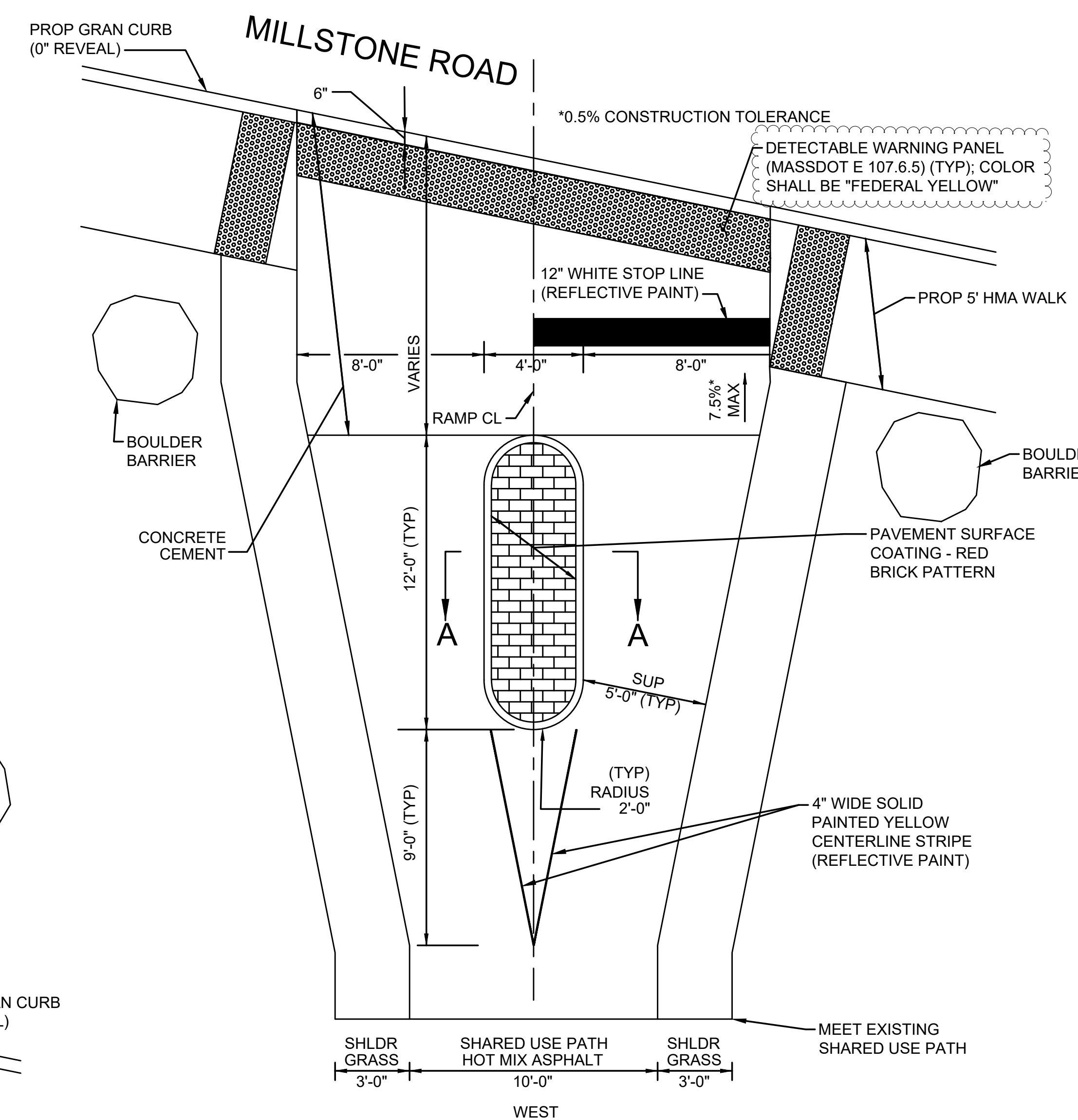
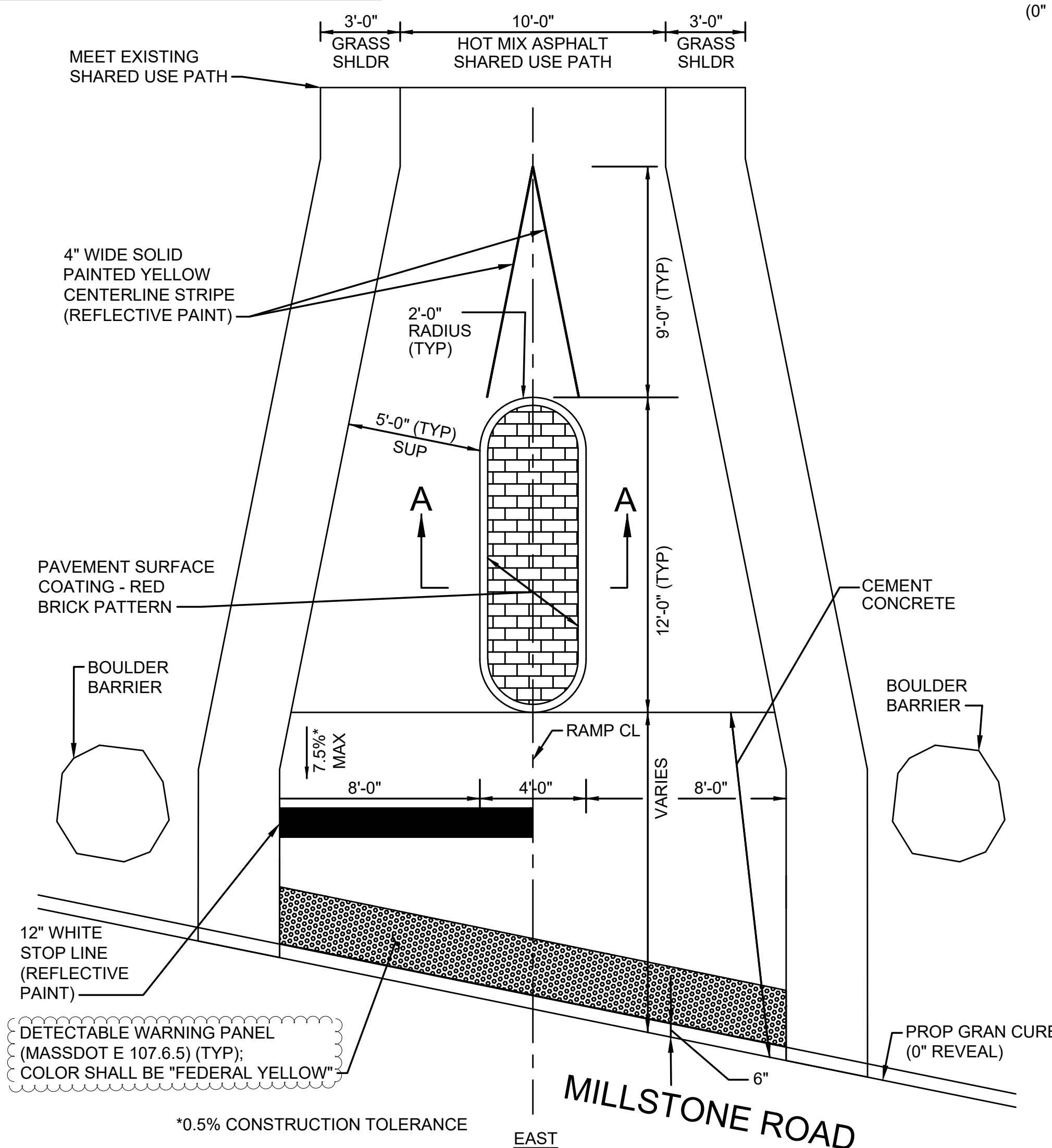
- NOTES:
1. PAVEMENT MARKINGS AS PER MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
2. PAVEMENT MARKINGS SHALL BE REFLECTIVE PAINT.

SHARED-USE PATH PAVEMENT MARKINGS

SCALE: N.T.S.



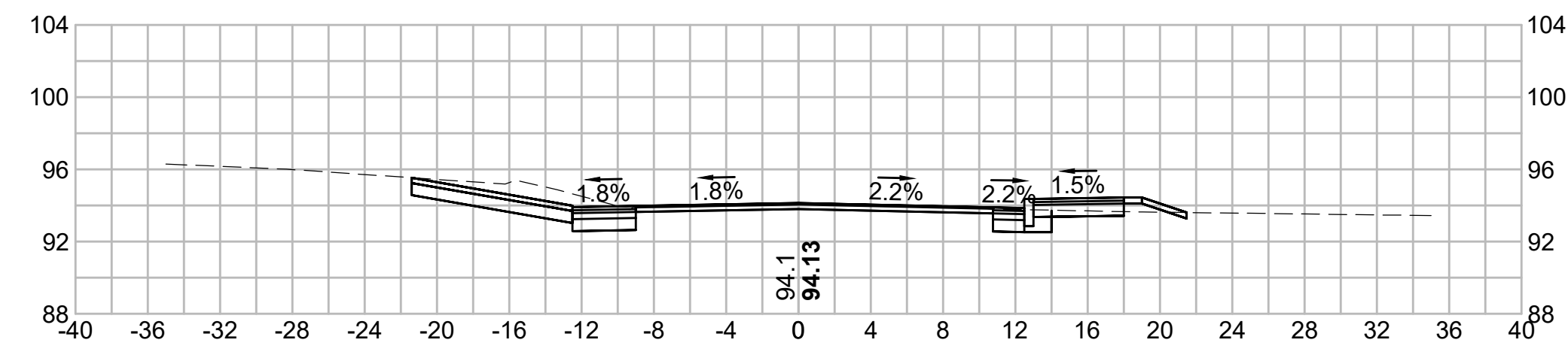
NOTE:
PAYMENT FOR SUPERPAVE INTERMEDIATE COURSE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR PAVEMENT SURFACE COATING.



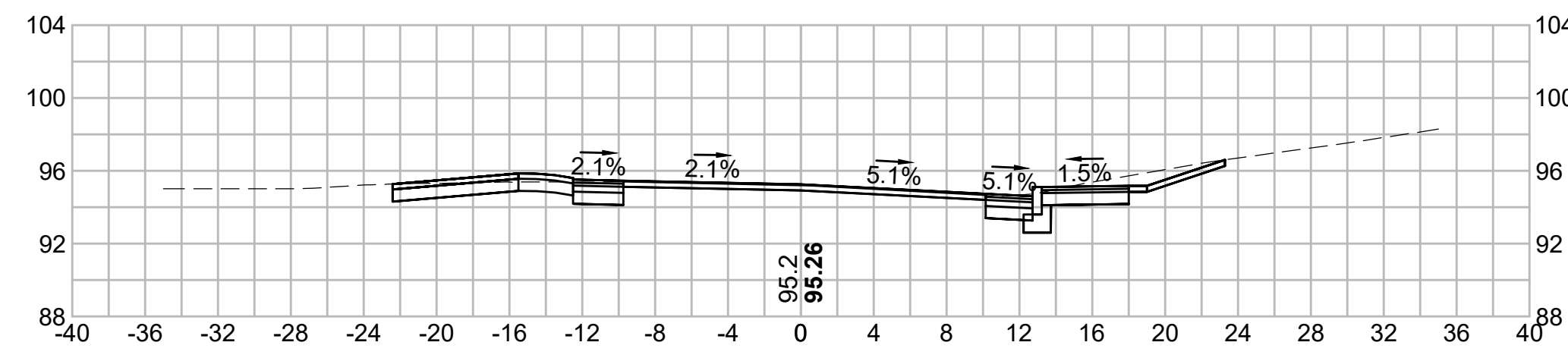
SPLITTER ISLAND AND SHARED USE PATH PEDESTRIAN CURB RAMPS

SCALE: N.T.S.

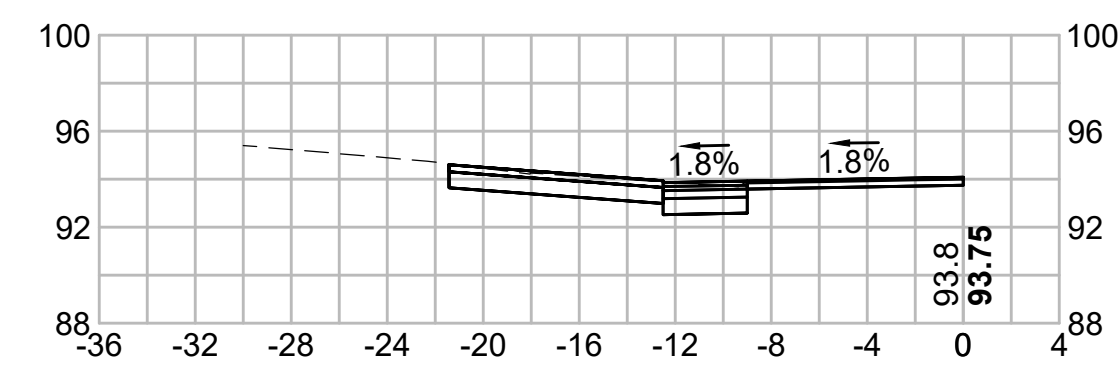
225+00



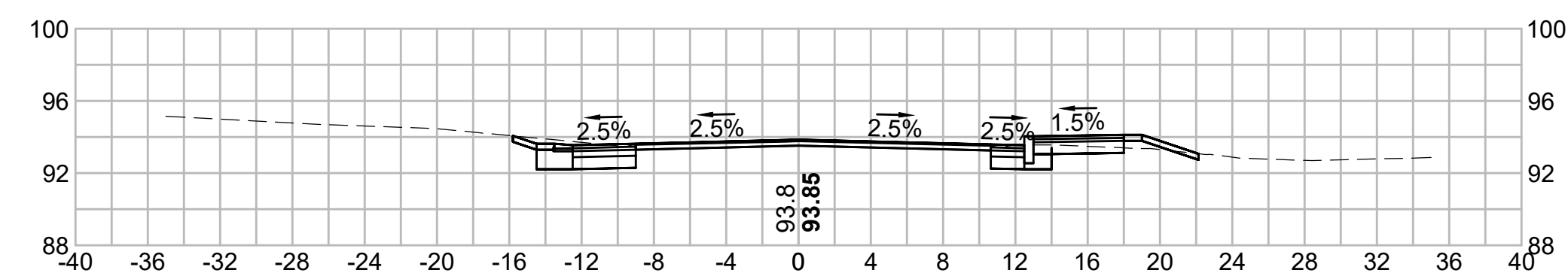
226+00



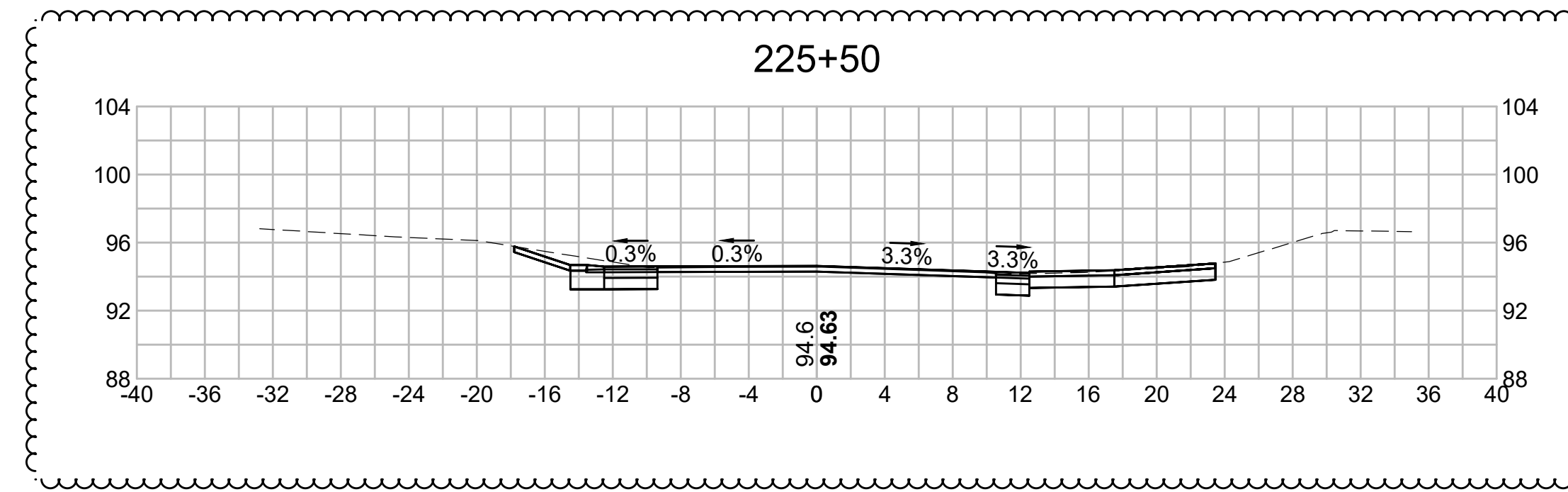
224+91.78



224+50



225+50



224+00

