REMOVAL OF EXISTING DELINEATOR
STA 11+46.19 LT

STA 12+12.71 - 12+35.25 LT
STA 12+47.21 - 12+70.26 LT

STEEL MARKER POST
STA 10+60.00 LT
STA 10+60.00 RT

PI#1 MAINLINE
STA 13+00.00 BK
STA 13+00.00 AH
N = 383391.0568
E = 1501555.4276

POE CHANNEL
STA 52+00.00
N = 382246.5866
E = 1501535.1213

52+00

S 65° 32' 39" W

BOWEN WAY
(PVT)

PROPOSED 18"
OPTION PIPE

STONE FILL
TYPE III
(TYP)

POB MAINLINE
STA 9+50.00
N = 383102.4589
E = 1501753.4476

R = 8'

STONE FILL
TYPE I
(TYP)

PROPOSED 4" PVC
UTILITY SLEEVE

FLOW

END BRIDGE
STA 12+23.35
FG 646.01

R = 12'

SAVE

END APPROACH
STA 13+50.00

R = 35'
(TYP)

POE MAINLINE
STA 14+50.00
N = 383516.0330
E = 1501472.4744

EXISTING R.O.W.

TOWN HIGHWAY 3
TO CLARENDON

N 34°27'20.77" W

9+50

10+00

11+00

12+00

13+00

14+00

14+50

49.50' R.O.W.

TOWN HIGHWAY 3
TO WEST RUTLAND

BEGIN PROJECT
STA 11+00.00

BEGIN BRIDGE
STA 11+46.65
FG 646.83

CL BEARING
STA 11+48.00
FG 646.83

MAINLINE STA 11+75.00
=CHANNEL STA 51+00.00
Δ = 80° 0' 0" LT

BEGIN APPROACH
STA 10+25.00

CL BEARING
STA 12+22.00
FG 646.03

R = 7'
(TYP)

SPECIAL PROVISION (STONE FILL,
STREAM BED MATERIAL) (TYPE I)

50+00

POB CHANNEL
STA 50+00.00
N = 383329.3847
E = 1501717.1775

CLARENDON
RIVER FLOW

PT#1 MAINLINE
STA 13+50.00

END PROJECT
STA 12+75.00

PC#1 MAINLINE
STA 12+50.00

BENCHMARK
RAIL ROAD SPIKE
IN POPLAR
ELEV = 641.46

MAINLINE CURVE (1)
DELTA = 0°52'53"
D = 0°52'53"
R = 6500.00'
T = 50.00'
L = 100.00'
E = 0.19'

LIGHT TOWER

LIGHTING PLAN

PLAN 1" = 40'

CLARENDON BRO 1443(48)