

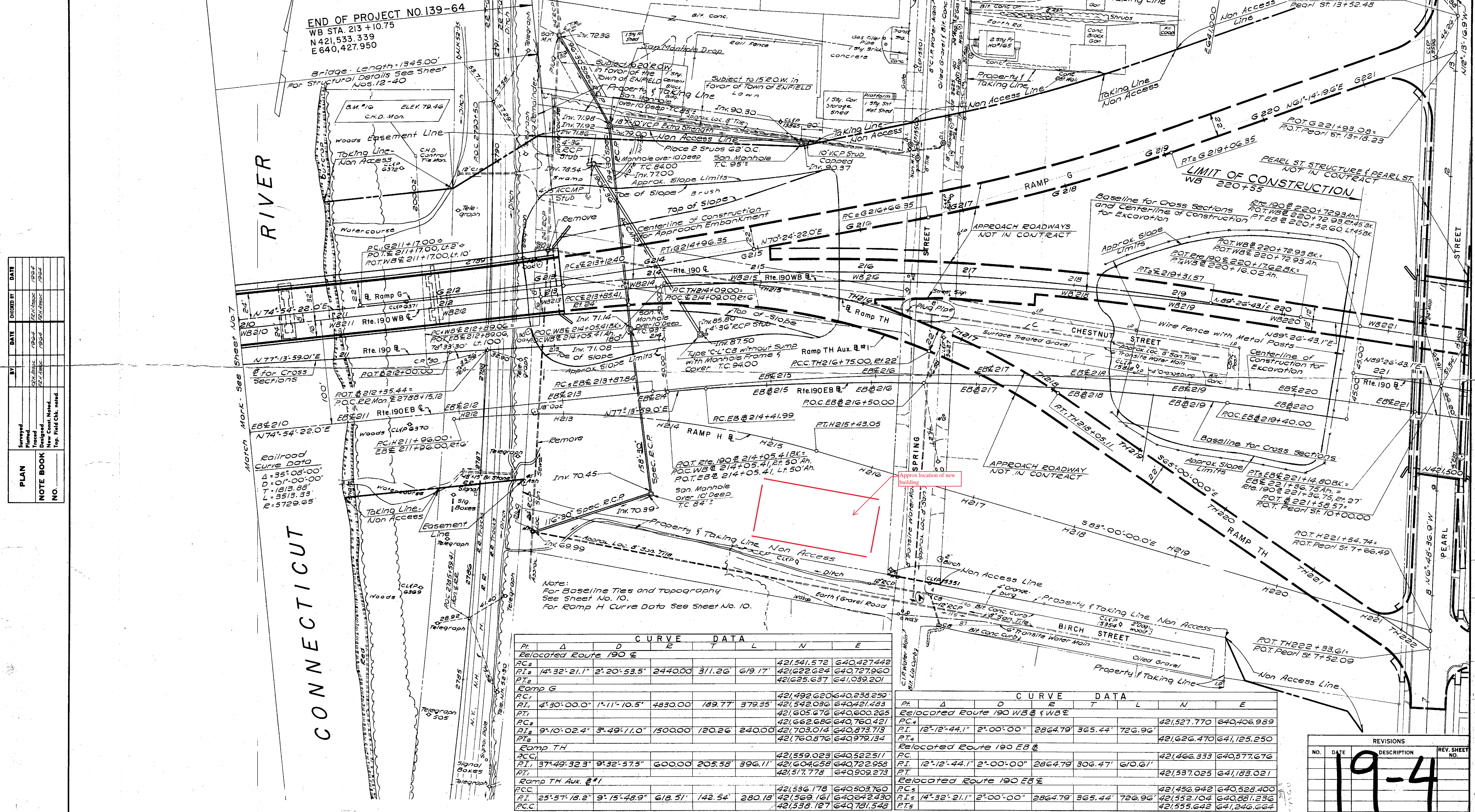
PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	ENFIELD		139-64	1964	190	9	51

### RELOCATION OF ROUTE 190

PLAN NO.	NOTE BOOK NO.	DATE	CHECKED BY	DATE
		1964	REV. ASHC	1964
		1964	REV. ASHC	1964
		1964	REV. ASHC	1964

PLAN	DATE	CHECKED BY	DATE
Surveyed			
Plotted			
Traced			
Designed			
New Const. Noted			
Top. Field Chk. noted			



END OF PROJECT NO. 139-64  
 WB STA. 213+10.75  
 N 421,533.339  
 E 640,427.950

Bridge Length = 1345.00'  
 For Structural Details See Sheet Nos. 12-40

Railroad Curve Data  
 $\Delta = 35^\circ 08' 00''$   
 $D = 01^\circ 00' 00''$   
 $L = 1813.88'$   
 $T = 3513.33'$   
 $R = 5729.65'$

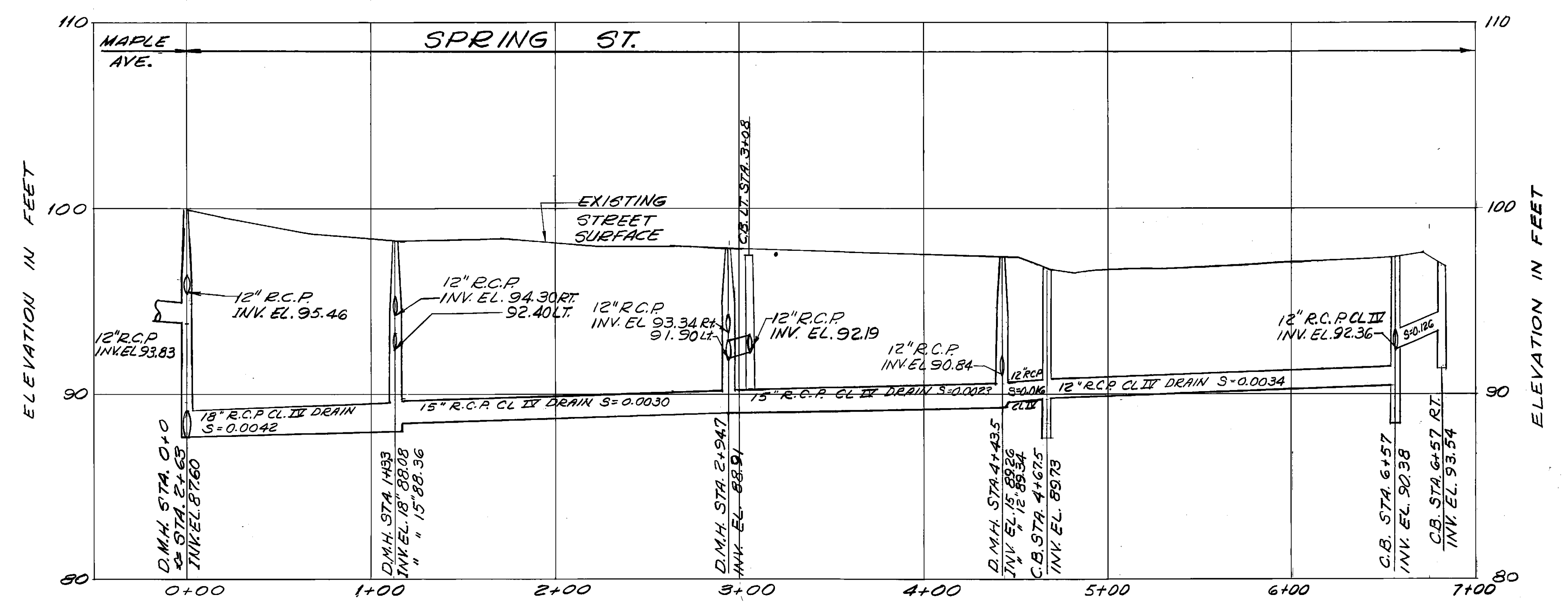
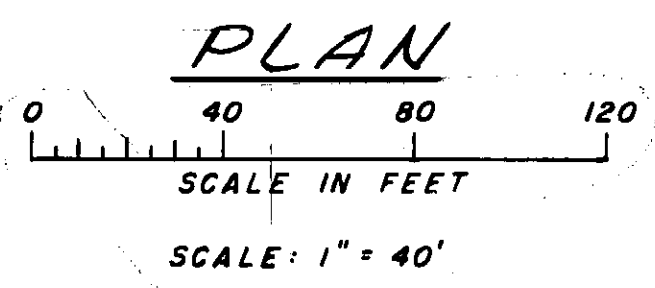
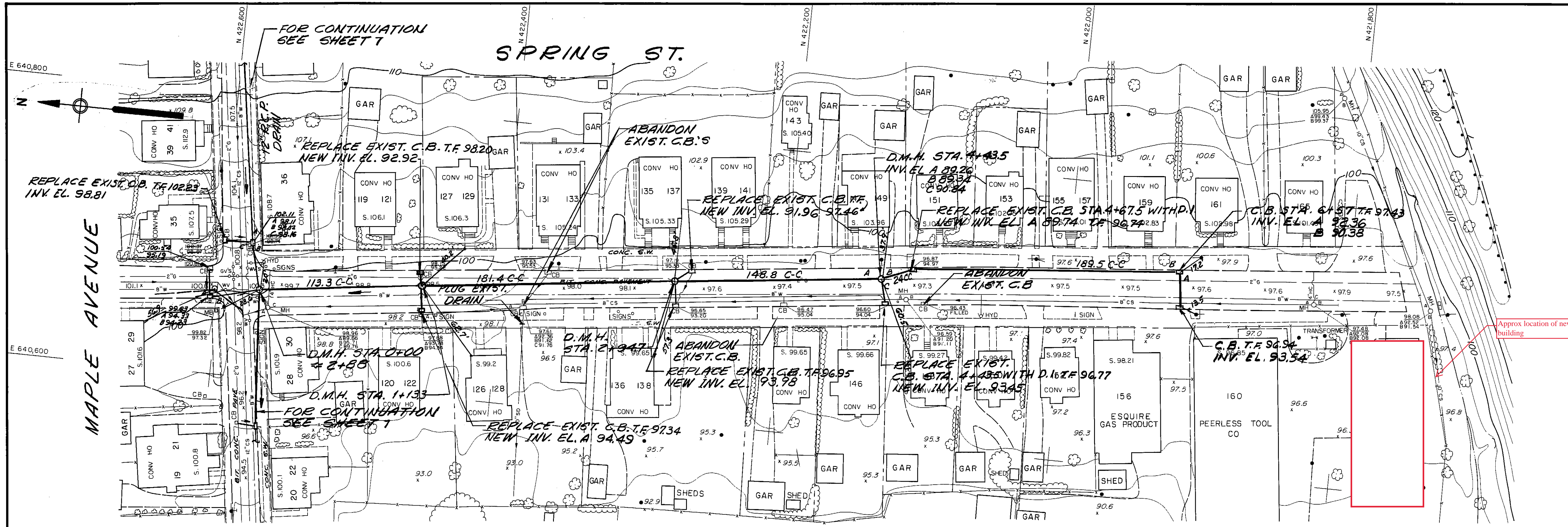
Note:  
 For Baseline Ties and Topography See Sheet No. 10.  
 For Ramp H Curve Data See Sheet No. 10.

Pt.	$\Delta$	D	E	T	L	N	E
<b>Relocated Route 190</b>							
RC <sub>2</sub>						421,541.572	640,427.442
PT <sub>2</sub>	$14^\circ 32' 21.1''$	$2^\circ 20' 53.5''$	2440.00	311.26	619.17	421,622.624	640,727.960
PT <sub>2</sub>						421,625.637	641,039.201
<b>Ramp G</b>							
RC <sub>1</sub>						421,492.620	640,238.259
PT <sub>1</sub>	$4^\circ 30' 00.0''$	$1^\circ 11' 10.5''$	4830.00	189.77	379.35	421,542.036	640,421.483
PT <sub>1</sub>						421,605.676	640,600.265
RC <sub>2</sub>						421,662.686	640,760.421
PT <sub>2</sub>	$9^\circ 10' 02.4''$	$3^\circ 49' 11.0''$	1500.00	120.26	240.00	421,703.014	640,873.713
PT <sub>2</sub>						421,760.876	640,979.134
<b>Ramp TH</b>							
RC <sub>1</sub>						421,559.023	640,522.511
PT <sub>1</sub>	$37^\circ 49' 32.3''$	$9^\circ 32' 57.5''$	600.00	205.58	396.11	421,604.658	640,722.958
PT <sub>1</sub>						421,517.778	640,909.273
<b>Ramp TH Aux. #1</b>							
RC <sub>1</sub>						421,536.178	640,503.760
PT <sub>1</sub>	$25^\circ 57' 18.2''$	$9^\circ 15' 48.9''$	618.51	142.54	280.18	421,569.161	640,642.430
PT <sub>1</sub>						421,538.127	640,781.548

Pt.	$\Delta$	D	E	T	L	N	E
<b>Relocated Route 190 WB</b>							
RC <sub>1</sub>						421,527.770	640,406.989
PT <sub>1</sub>	$12^\circ 12' 44.1''$	$2^\circ 00' 00''$	2864.79	365.44	726.96	421,626.470	641,125.250
<b>Relocated Route 190 EB</b>							
RC <sub>1</sub>						421,466.333	640,577.676
PT <sub>1</sub>	$12^\circ 12' 44.1''$	$2^\circ 00' 00''$	2864.79	306.47	610.61	421,537.025	641,183.021
<b>Relocated Route 190 EB</b>							
RC <sub>1</sub>						421,456.942	640,528.400
PT <sub>1</sub>	$14^\circ 32' 21.1''$	$2^\circ 00' 00''$	2864.79	365.44	726.96	421,552.104	640,881.236
PT <sub>1</sub>						421,555.642	641,246.664

REVISIONS			
NO.	DATE	DESCRIPTION	REV. SHEET NO.
19-4			





**PROFILE**  
SCALE: HOR. 1" = 40'  
VERT. 1" = 4'

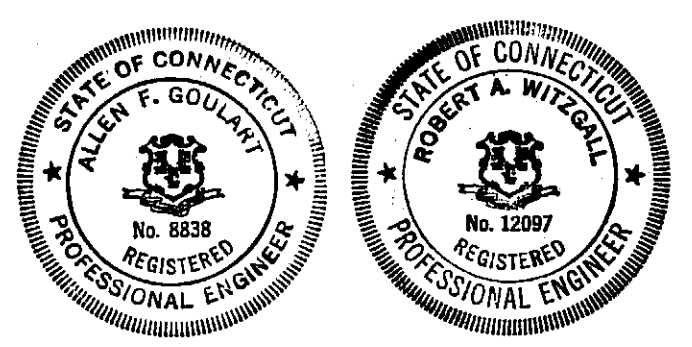
Note: Revision #1 required as drain line as proposed was in direct conflict with 8" S.S. which is in the west edge of pavement

NUMBER	DATE	MADE BY	CHECKED BY	DESCRIPTION
2	7-1-85	C.B.		RECORD DRAWING
1	6-1-84	C.B.		SHIFT STORM SEWER TO APPROX. C.L. PAVT.

DRAWN BY  
*Robinson, R.C.*

DEPT. CHECK  
*J.P. Pearson*

PROJ. CHECK  
*R.C.W.*



**M&E METCALF & EDDY, INC. / ENGINEERS**  
BOSTON / NEW YORK / PALO ALTO / CHICAGO

*Robert A. Witkowski*  
REG. PROF. ENGR. CONN. NO. 12097

*Robert F. Goulet*  
REG. PROF. ENGR. CONN. NO. 8838

DATE: 12/17/81  
DATE: 12-16-81

SCALE:  
AS SHOWN

UNLESS OTHERWISE NOTED OR CHANGED BY REPRODUCTION

TOWN OF ENFIELD, CONNECTICUT  
SEWER SEPARATION PROJECT  
SPRING STREET-MAPLE AVENUE

JOB 7320  
FILE NO. H-78939-1  
CONTRACT SP-2  
SHEET 8 OF 9