

[illegible]

CONTRACTOR SHALL SAW CUT (FULL DEPTH) THROUGH INTERSECTION IN LINE WITH THE NORTH - SOUTH HIGH EDGE LINE ON EACH SIDE OF THE STREET. THE INTERSECTION PAVEMENT SHALL BE REPLACED WITH ASPHALT PAVEMENT ON A ROCK BASE. SEE DETAIL SHEET 2,9

SCALE: 1" = 20' HORIZ.
1" = 5' VERT.

 = PAVEMENT TO BE REMOVED
 = ASPHALTIC CONCRETE PAVEMENT
 S.C. = SAW CUT (FULL DEPTH)
 = HORIZONTAL ALIGNMENT CONTROL

NOTE:
THE CONTRACTOR SHALL START CONSTRUCTION OF 6'X3' RCB (PRECAST) AT STA. 77+27.05, BASELINE, SO AS TO MATCH 36" RCP FLOWLINE, AND THEN WORK SOUTH AND NORTH. THE CENTERLINE OF THE 36" RCP SHALL MATCH THE JOINT BETWEEN RCB SECTIONS. SEE FOLLOWING SHEET.

(B 8)
STA. 77+27.05, BASELINE
TIE EXISTING 36" RCP INTO SIDES OF PROPOSED
6'X3' RCB (PRECAST)(SUBSIDIARY TO MANHOLE)
CONSTRUCT MANHOLE STACK ON TOP OF
6'X3' RCB AT 36" STORM CROSSING
MANHOLE TOP = 1339.79
SEE SH. 9, 30, 38

BENCH MARK 77
CHISELLED "□" ON TOP
OF CURB AT E.S.E. CURB
RETURN, INTERSECTION OF
BROADVIEW & MORRIS.
ELEV. = 1340.21' (NGVD)

STA. 77+78.43, BASELINE
 CONST. REINF. CONC. MANHOLE
 W = 9'-2", L = 5'-0"
 MANHOLE TOP = 1340.13
 TIE EXIST. 18"RCP TO EACH SIDE OF MANHOLE
 (SUBSIDIARY TO MANHOLE)
 SEE SH. 9, 30, 38

PROFILE LINE 1

