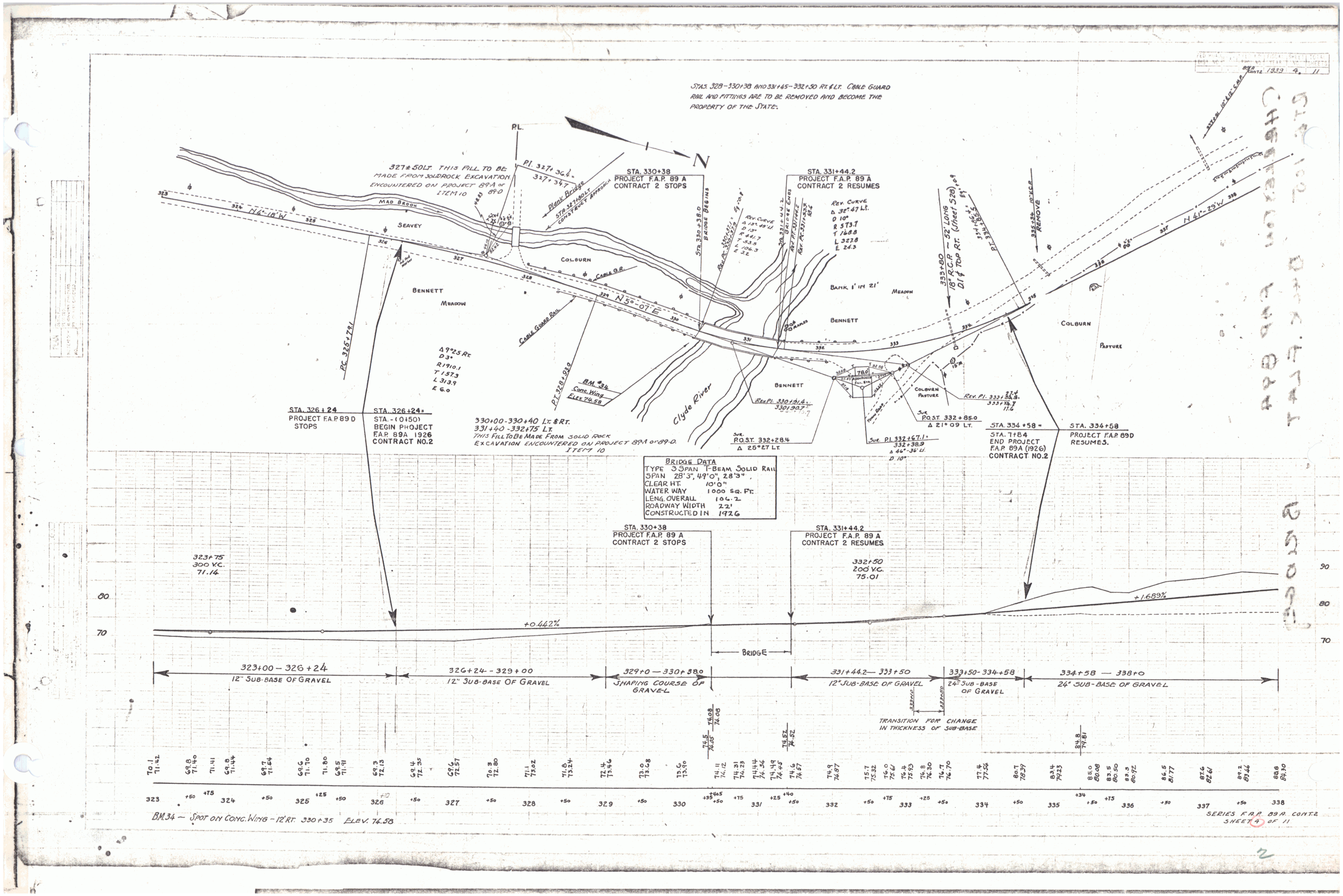
FED. ROAD DIST. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS
89A CONT.2 | 1939 | 4 | 11
STAS. 328-330+38 AND 331+45-332+50 RT. & LT. CABLE GUARD RAIL AND FITTINGS ARE TO BE REMOVED AND BECOME THE PROPERTY OF THE STATE.
P.L.
N
327± 50 LT. THIS FILL TO BE MADE FROM SOLID ROCK EXCAVATION ENCOUNTERED ON PROJECT 89-A or 89-D ITEM 10
P.I. 327+36.4 = 327+34.7
Plank Bridge
STA. 327+80 LT. CONSTRUCT APPROACH
MAD BROOK
SEAVEY
COLBURN
BENNETT
MEADOW
CABLE G.R.
CABLE GUARD RAIL
N 4°-18' W
N 5°-07' E
N 41°-29' W
PC. 325+79.1
P.T. 328+93.0
Δ 9°25' Rt.
D 3°
R 1910.1
T 157.3
L 313.9
E 6.0
BM #34 Conc. Wing Elev. 74.58
STA. 330+38 PROJECT F.A.P. 89 A CONTRACT 2 STOPS
STA. 330+38.0 BRIDGE BEGINS
Rev. PC. 330+37.1 = 330+37.9 Eq. 0.8
REV. CURVE Δ 13° 49' Lt. D 13° R 441.7 T 53.5 L 106.3 E 3.2
STA. 331+44.2 PROJECT F.A.P. 89 A CONTRACT 2 RESUMES
STA. 331+44.2 BRIDGE ENDS
Rev. P.T. 331+44.2
Rev. PC. 331+53.6
REV. CURVE Δ 32° 47' Lt. D 10° R 573.7 T 168.8 L 327.8 E 24.3
BANK 1' IN 21'
MAPLES
Clyde River
Rev. P.I. 330+91.4 = 330+90.7
330+00-330+40 LT. & RT. 331+40-332+75 LT. THIS FILL TO BE MADE FROM SOLID ROCK EXCAVATION ENCOUNTERED ON PROJECT 89-A or 89-D. ITEM 10
SUR. P.O.S.T. 332+28.4 Δ 25°27' LT.
SUR. P.I. 332+67.1 = 332+38.9 Δ 46°-36' Lt. D 10°
SUR. P.O.S.T. 332+85.0 Δ 21° 09' LT.
78.0 ABANDONED FILL. STA.
TOWN ROAD
COLBURN PASTURE
REV. P.I. 333+27.4 = 333+17.6
333+80 18" R.C.P. ~ 52' LONG D.I. & TOP RT. (Sheet 528)
334+86.4 = P.T. 334+85.5 Eq. 0.9
335+34 10" V.C.P. REMOVE
337+91 10" & 12" C.M.P.
STA. 326+24 PROJECT F.A.P. 89 D STOPS
STA. 326+24 = STA. -(0+50) BEGIN PROJECT F.A.P. 89A 1926 CONTRACT NO.2
STA. 334+58 = STA. 7+84 END PROJECT F.A.P. 89A (1926) CONTRACT NO.2
STA. 334+58 PROJECT F.A.P. 89D RESUMES.
BRIDGE DATA
TYPE 3 SPAN T-BEAM SOLID RAIL
SPAN 28'3", 49'0", 28'3"
CLEAR HT. 10'0"
WATER WAY 1000 SQ. FT.
LENG. OVERALL 106.2
ROADWAY WIDTH 22'
CONSTRUCTED IN 1926
STA. 330+38 PROJECT F.A.P. 89 A CONTRACT 2 STOPS
STA. 331+44.2 PROJECT F.A.P. 89 A CONTRACT 2 RESUMES
323+75 300 V.C. 71.14
332+50 200 V.C. 75.01
+0.442%
+1.689%
BRIDGE
90
80
70
323+00 - 326+24 12" SUB-BASE OF GRAVEL
326+24 - 329+00 12" SUB-BASE OF GRAVEL
329+0 — 330+38.0 SHAPING COURSE OF GRAVEL
331+44.2 — 333+50 12" SUB-BASE OF GRAVEL
333+50 - 334+58 24" SUB-BASE OF GRAVEL
334+58 — 338+0 24" SUB-BASE OF GRAVEL
TRANSITION FOR CHANGE IN THICKNESS OF SUB-BASE
323 +50 +75 324 +50 325 +25 +50 326 +50 327 +50 328 +50 329 +50 330 +35 +40.5 +50 +75 331 +25 +40 +50 332 +50 +75 333 +25 +50 334 +50 335 +34 +50 +75 336 +50 337 +50 338
BM 34 — SPOT ON CONC. WING - 12' RT. 330+35 ELEV. 74.58
SERIES F.A.P. 89A. CONT.2 SHEET 4 OF 11