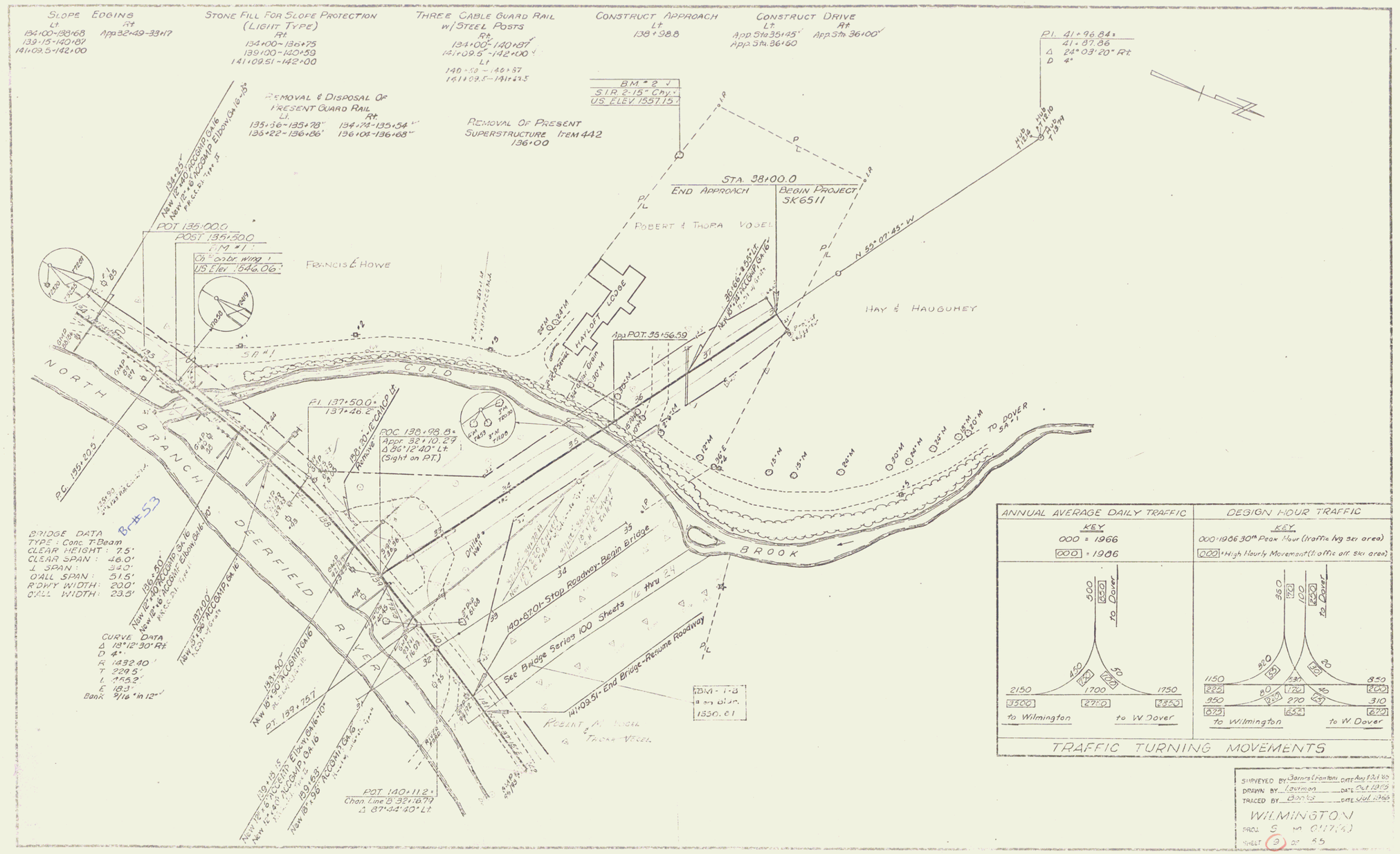
SLOPE EDGING
Lt
134+00-138+68
139+15-140+87
141+09.5-142+00
Rt
App 32+49-33+17
STONE FILL FOR SLOPE PROTECTION
(LIGHT TYPE)
Rt
134+00-136+75
139+00-140+59
141+09.51-142+00
THREE CABLE GUARD RAIL
w/STEEL POSTS
Rt
134+00-140+87
141+09.5-142+00
Lt
140+50-140+87
141+09.5-141+23.5
CONSTRUCT APPROACH
Lt
138+98.8
CONSTRUCT DRIVE
Lt
App Sta 35+45
App Sta 36+60
Rt
App Sta 36+00
P.I. 41+96.84±
41+87.86
Δ 24°03'20" Rt
D 4°
REMOVAL & DISPOSAL OF
PRESENT GUARD RAIL
Lt
135+36-135+78
135+22-136+86
Rt
134+74-135+54
136+04-136+68
REMOVAL OF PRESENT
SUPERSTRUCTURE ITEM 442
136+00
BM #2
S.I.R. 2-15" Chy.
US ELEV 1557.15
STA. 38+00.0
END APPROACH
BEGIN PROJECT
SK6511
ROBERT & THORA VOGEL
FRANCIS E. HOWE
HAY & HAUGHEY
POT 135+00.0
POST 135+50.0
BM #1
US Elev 1546.06
HAYLOFT LODGE
App POT 35+56.59
N 53°07'45" W
P.I. 137+50.0±
137+46.2
POC 138+98.8±
Appr. 32+10.27
Δ 86°12'40" Lt
(Sight on P.T.)
NORTH BRANCH DERFIELD RIVER
OLD BROOK
TO DOVER
P.C. 139+20.5
BRIDGE DATA
TYPE: Conc. T-Beam
CLEAR HEIGHT: 7.5'
CLEAR SPAN: 46.0'
⊥ SPAN: 34.0'
O'ALL SPAN: 51.5'
R'DWY WIDTH: 20.0'
O'ALL WIDTH: 23.5'
Br #53
CURVE DATA
Δ 18°12'30" Rt
D 4°
R 1432.40'
T 229.5'
L 455.2'
E 18.3'
Bank 9/16" in 12"
See Bridge Series 100 Sheets 16 thru 24
140+87.01-Stop Roadway-Begin Bridge
141+09.51-End Bridge-Resume Roadway
BM-1-8
a on blue
1550.61
POT 140+11.2±
Chan Line B 321.67.9
Δ 87°44'40" Lt
ANNUAL AVERAGE DAILY TRAFFIC
KEY
000 = 1966
000 = 1986
DESIGN HOUR TRAFFIC
KEY
000 = 1966 30th Peak Hour (traffic lvg ski area)
000 = High Hourly Movement (traffic off ski area)
to Dover
to Wilmington
to W. Dover
TRAFFIC TURNING MOVEMENTS
SURVEYED BY Jarris (Frontoni) DATE Aug 1963
DRAWN BY Lautman DATE Oct 1963
TRACED BY Banks DATE Jul 1966
WILMINGTON
PROJ. S
SHEET 9 OF 55
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