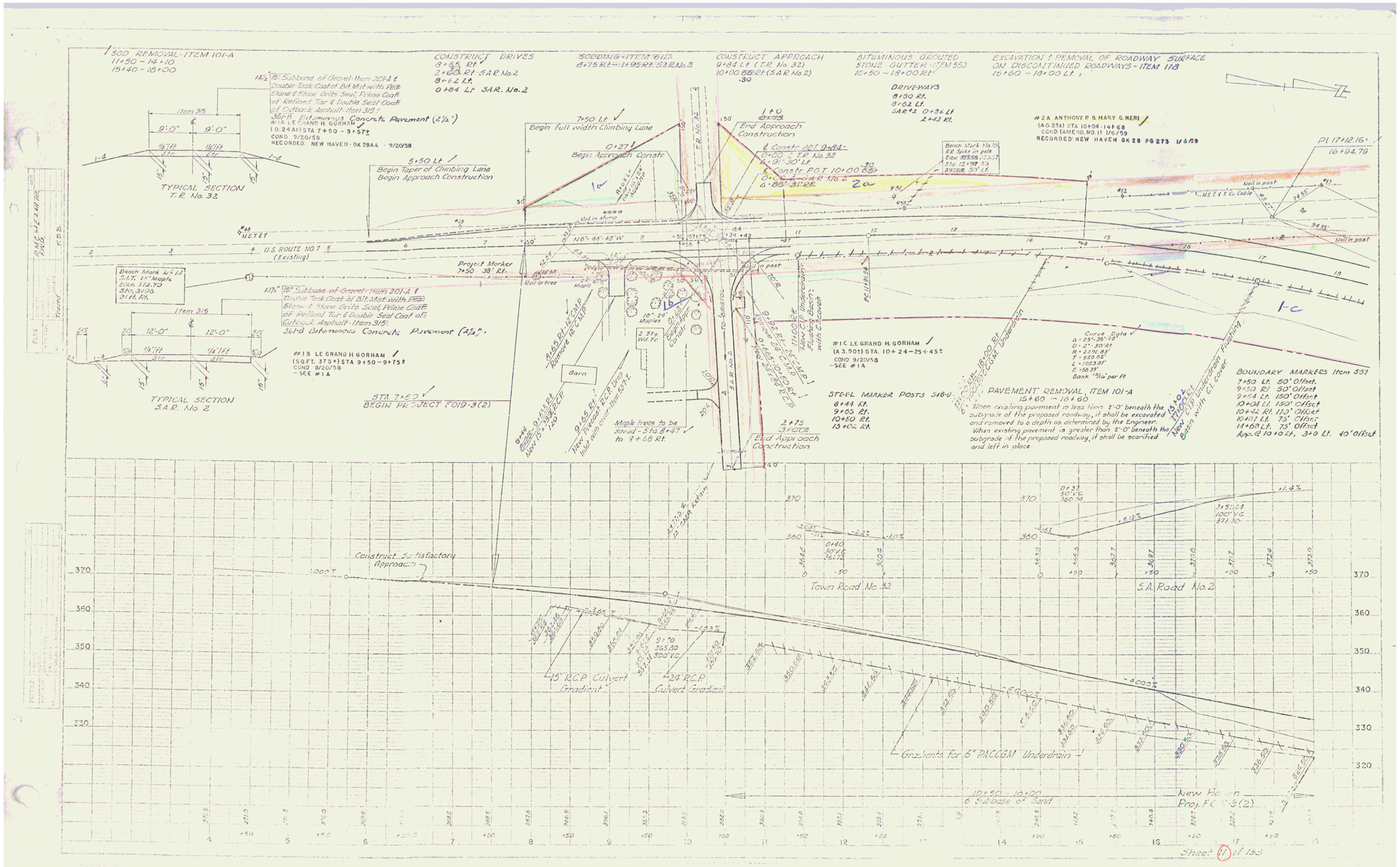
SOD REMOVAL - ITEM 101-A
11+50 - 14+10
15+40 - 16+00
CONSTRUCT DRIVES
8+64 Rt
2+66 Rt - S.A.R. No. 2
8+62 Lt.
0+84 Lt S.A.R. No. 2
SODDING - ITEM 612
8+75 Rt - 11+95 Rt - S.A.R. No. 2
CONSTRUCT APPROACH
9+84 Lt (T.R. No. 32)
10+00 Rt (S.A.R. No. 2)
BITUMINOUS GROUTED STONE GUTTER - ITEM 553
10+50 - 18+00 Rt
EXCAVATION & REMOVAL OF ROADWAY SURFACE ON DISCONTINUED ROADWAYS - ITEM 118
15+60 - 18+00 Lt.
DRIVEWAYS
8+50 Rt.
8+62 Lt.
SAR #2 0+36 Lt
2+43 Rt.
#2A ANTHONY P. & MARY G. NERI
(A0.25±) STA 10+04 - 14+68
COND (AMEND. NO. 1) 1/6/59
RECORDED: NEW HAVEN BK 28 PG 273 1/6/59
12½" 75# Subbase of Gravel - Item 201-A & Double Tank Coat of Bit. Mat. with Rock Stone & Stone Grits Seal, Prime Coat of Refined Tar & Double Seal Coat of Cutback Asphalt - Item 315:
36 I-B Bituminous Concrete Pavement (2½")
#1A LE GRAND H. GORHAM
(0.24±) STA 7+50 - 9+57±
COND 9/20/58
RECORDED: NEW HAVEN - BK 28AA - 9/20/58
Item 315
9'-0" 9'-0"
1¼"/ft
TYPICAL SECTION
T.R. No. 32
7+50 Lt
Begin full width Climbing Lane
0+27
Begin Approach Constr.
5+50 Lt
Begin Taper of Climbing Lane
Begin Approach Construction
1+0
End Approach Construction
℄ Constr. 201.9+84±
0+00 ℄ T.R. No. 32
Δ = 9°-30' Lt
℄ Constr. P.O.T. 10+00.30
0+00 ℄ S.A.R. No. 2
Δ = 86°-31' Rt
Bench Mark No. 15
R.R. Spike in pole
Elev. 35.55 (U.S.C.&G.S.)
Sta. 12+98.33
Offset 50' Lt.
P.I. 17+12.16
16+94.79
Nail in post
N.E.T.&T. Co. Cable
U.S. ROUTE NO. 7 ℄
(Existing)
N 6°-46'-45" W
Project Marker
7+50 38' Rt.
Nail in tree
Nail in stump
Bench Mark No. 15A
S.I.T. 14" Maple
Elev. 37.12.70
Sta. 3+26
37 Ft. Rt.
13½" 75# Subbase of Gravel - Item 201-A & Double Tank Coat of Bit. Mat. with Rock Stone & Stone Grits Seal, Prime Coat of Refined Tar & Double Seal Coat of Cutback Asphalt - Item 315:
36 I-B Bituminous Concrete Pavement (2½").
Item 315
12'-0" 12'-0"
1¼"/ft
TYPICAL SECTION
S.A.R. No. 2
#1B LE GRAND H. GORHAM
(SQ.FT. 375±) STA 9+50 - 9+75±
COND 9/20/58
- SEE #1A
STA. 7+50
BEGIN PROJECT F019-3(2)
8.65 Rt. 12" C.M.P.
Remove 12" C.M.P.
Barn
2.5 Ft. Wd. Fr.
16" 26" Maples
0.25 Rt. Remove Approach Constr.
TO BRISTOL
S.A.R. No. 2
9.32 Rt. 18" C.M.P.
Remove 18" C.M.P.
0.65 Rt. 0+01 Lt. 18" C.M.P.
Remove 18" C.M.P.
8+44
20.00 Rt.
New 15" R.C.P.
9.65 Rt.
New Inlet with cover - Item 427 T.E.
Maple trees to be saved - Sta. 8+47 to 9+68 Rt.
2+75
3+00 Rt
End Approach Construction
#1C LE GRAND H. GORHAM
(A 3.90±) STA. 10+24 - 25+45±
COND 9/20/58
- SEE #1A
STEEL MARKER POSTS 548-U
8+44 Rt.
9+65 Rt.
10+50 Rt.
13+02 Rt.
Curve Data
Δ = 25°-35'-43"
D = 2°-30'-00"
R = 2291.83'
T = 520.62'
L = 1023.07'
E = 58.39'
Bank 13/16" per Ft.
PAVEMENT REMOVAL, ITEM 101-A
15+60 - 18+60
When existing pavement is less than 2'-0" beneath the subgrade of the proposed roadway, it shall be excavated and removed to a depth as determined by the Engineer.
When existing pavement is greater than 2'-0" beneath the subgrade of the proposed roadway, it shall be scarified and left in place.
15+02 Rt. 11.0 Cut
New C.I.P. Underdrain with Cl. cover
New C.I.P. Underdrain Flushing
BOUNDARY MARKERS Item 557
7+50 Lt. 50' Offset.
9+50 Rt. 50' Offset
9+54 Lt. 150' Offset
10+04 Lt. 150' Offset
10+42 Rt. 110' Offset
10+63 Lt. 75' Offset
14+68 Lt. 75' Offset
App. @ 10+0 Rt. 3+0 Lt. 40' Offset
Construct Satisfactory Approach
Town Road No. 32
S.A. Road No. 2
15" R.C.P. Culvert Gradient
24" R.C.P. Culvert Gradient
Gradients for 6" PACCGM Underdrain
10+50 - 18+00
6" Subbase of Sand
New Haven
Proj. F019-3(2)
Sheet 11 of 153

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