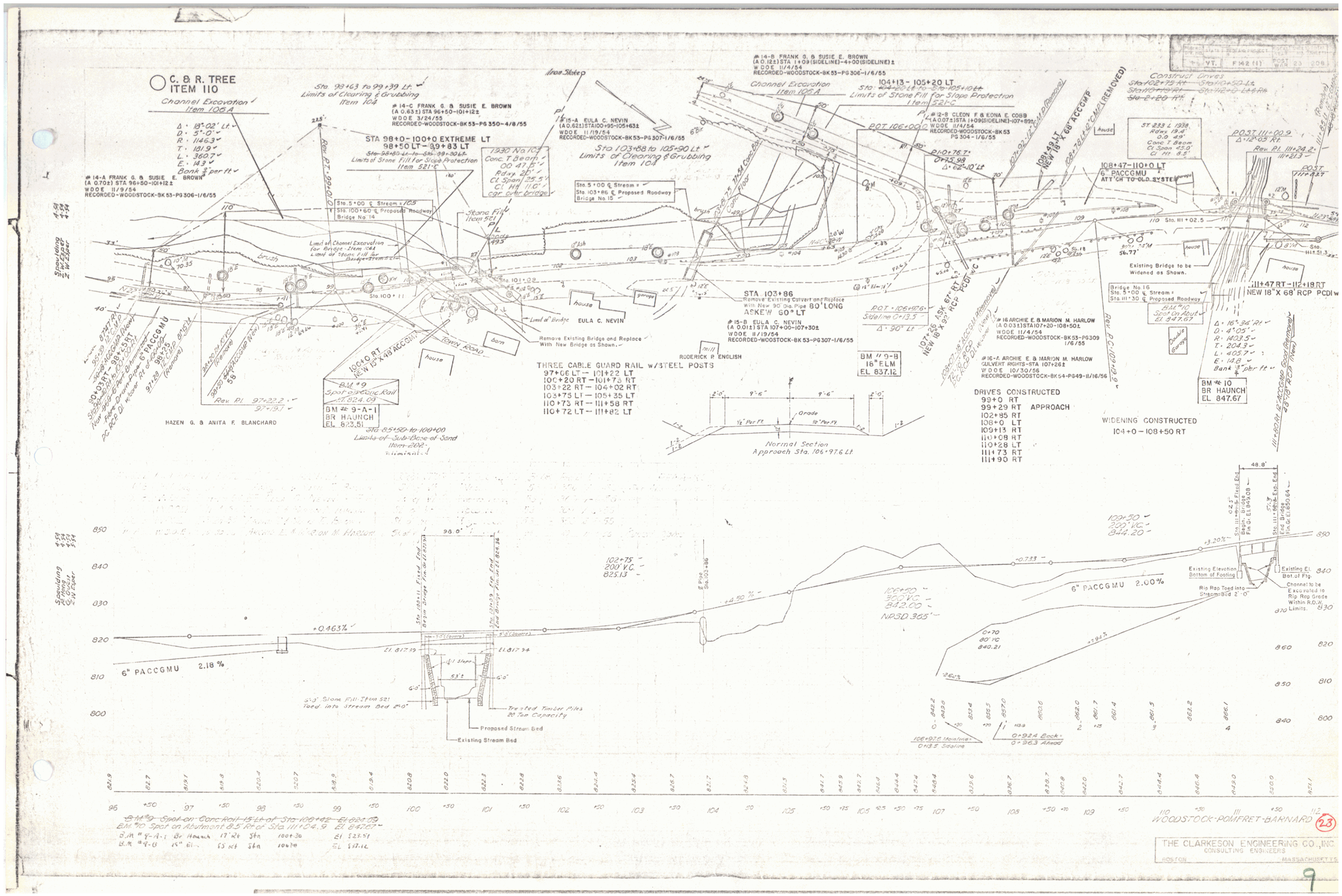
C. & R. TREE
ITEM 110
Channel Excavation Item 106A
Δ · 18°-02' Lt.
D · 5°-0'
R · 1146.3
T · 181.9
L · 360.7
E · 14.3
Bank ¾ per ft
#14-A FRANK G. & SUSIE E. BROWN
(A 0.70±) STA 96+50-101+12±
W.D.O.E. 11/9/54
RECORDED-WOODSTOCK-BK 53-PG 306-1/6/55
Sta. 93+63 to 99+39 Lt.
Limits of Clearing & Grubbing
Item 104
#14-C FRANK G. & SUSIE E. BROWN
(A 0.63±) STA 96+50-101+12±
W.D.O.E. 3/24/55
RECORDED-WOODSTOCK-BK 53-PG 350-4/8/55
STA 98+0-100+0 EXTREME LT
98+50 LT-99+83 LT
Limits of Stone Fill for Slope Protection
Item 521-C
1930 No 105
Conc T Beam
00 47.5'
Rdwy 20'
Ct Span 25.5'
Ct Ht 11.0'
car over bridge
Sta. 5+00 ℄ Stream = 105
Sta. 100+60 ℄ Proposed Roadway
Bridge No 14
Stone Fill
Item 521
Limit of Channel Excavation for Bridge - Item 106A
Limit of Stone Fill for Bridge - Item 521-C
Sta. 101+02
Limit of Bridge
EULA C. NEVIN
house
barn
Town Road
Remove Existing Bridge and Replace With New Bridge as Shown.
100+0 RT
NEW 15" X 48' ACCGMP
BM #9
Spot on Conc Rail
El. 824.09
BM # 9-A-1
BR HAUNCH
EL 823.51
Sta. 85+50-to-100+00
Limits of Sub-Base of Sand
Item 202
HAZEN G. & ANITA F. BLANCHARD
Rev. P.I. 97+22.2
97+19.1
#15-A EULA C. NEVIN
(A 0.62±) STA 100+95-105+63±
W.D.O.E. 11/19/54
RECORDED-WOODSTOCK-BK 53-PG 307-1/6/55
Sta. 103+88 to 105+90 Lt.
Limits of Clearing & Grubbing
Item 104
Sta. 5+00 ℄ Stream =
Sta. 103+86 ℄ Proposed Roadway
Bridge No 15
#14-B FRANK G. & SUSIE E. BROWN
(A 0.12±) STA 1+09 (SIDELINE)-4+00 (SIDELINE) ±
W.D.O.E. 11/4/54
RECORDED-WOODSTOCK-BK 53-PG 306-1/6/55
Channel Excavation
Item 106A
104+13 - 105+20 LT
Limits of Stone Fill for Slope Protection
Item 521-C
#12-B CLEON F. & EONA E. COBB
(A 0.07±) STA 1+09 (SIDELINE)-107+99±
W.D.O.E. 11/4/54
RECORDED-WOODSTOCK-BK 53
PG 304-1/6/55
POT 106+00 ℄
P.I. 0+76.7
0+75.99
Δ · 62°-10' Lt
108+49 LT
NEW 18" X 68' ACCGMP
107+02.7 LT
NEW 18" X 68' ACCGMP (REMOVED)
house
Construct Drives
Sta. 102+75 Lt.
Sta. 110+50 Lt.
Sta. 111+20 Lt & Rt.
ST 233 L 1938
Rdwy 19.4'
O.D. 49'
Conc T Beam
Ct Span 45.0'
Ct Ht 9.2'
POST 111+00.9
Δ · 12°-05 Rt.
Rev. P.I. 111+24.2
111+21.3
POST 111+83.7
108+47-110+0 LT
6" PACCGMU
ATT'CH TO OLD SYSTEM
110 Sta. 111+02.5
Existing Bridge to be Widened as Shown.
Bridge No 16
Sta. 5+00 ℄ Stream =
Sta. 111+30 ℄ Proposed Roadway
BM #10
Spot On Rail
El 847.67
111+47 RT-112+18 RT
NEW 18" X 68' RCP PCDI w
Δ · 16°-34' Rt.
D · 4°-05'
R · 1403.5
T · 204.3
L · 405.7
E · 14.8
Bank ¾ per ft
BM # 10
BR HAUNCH
EL 847.67
STA 103+86
Remove Existing Culvert and Replace With New 90' Dia. Pipe 80' LONG
ASKEW 60° LT
#15-B EULA C. NEVIN
(A 0.01±) STA 107+00-107+30±
W.D.O.E. 11/19/54
RECORDED-WOODSTOCK-BK 53-PG 307-1/6/55
RODERICK P. ENGLISH
mill
BM # 9-B
18" ELM
EL 837.12
THREE CABLE GUARD RAIL w/3 STEEL POSTS
97+06 LT - 101+22 LT
100+20 RT - 101+73 RT
103+22 RT - 104+02 RT
103+75 LT - 105+35 LT
110+73 RT - 111+58 RT
110+72 LT - 111+82 LT
POT 106+07.6
Sideline 0+13.5
Δ · 90° Lt
107+56 ASK 67' RT
NEW 18" X 92' RCP PCDI w/C
#16 ARCHIE E. & MARION M. HARLOW
(A 0.03±) STA 107+20-108+50±
W.D.O.E. 11/4/54
RECORDED-WOODSTOCK-BK 53-PG 309
1/6/55
#16-A ARCHIE E. & MARION M. HARLOW
CULVERT RIGHTS-STA 107+26±
W.D.O.E. 10/30/56
RECORDED-WOODSTOCK-BK 54-PG 49-11/16/56
Rev. P.C. 109+19.9
Normal Section
Approach Sta. 106+97.6 Lt.
Grade
DRIVES CONSTRUCTED
99+0 RT
99+29 RT APPROACH
102+85 RT
108+0 LT
109+13 RT
110+08 RT
110+28 LT
111+73 RT
111+90 RT
WIDENING CONSTRUCTED
104+0 - 108+50 RT
48.8'
Sta. 111+19.2 Fixed End
Begin Bridge
Fin. Gr. El. 849.08
Sta. 111+67.5 Exp. End
End Bridge
Fin. Gr. El. 850.64
100+50
300' V.C.
844.20
+3.20%
+0.733
6" PACCGMU 2.00%
Existing Elevation Bottom of Footing
Rip Rap Toed into Stream-Bdg 2'-0"
Existing El. Bot. of Fig.
Channel to be Excavated to Rip Rap Grade Within R.O.W. Limits.
102+75
200' V.C.
825.13
℄ Pipe
Sta. 103+86
+4.50 %
106+50
300' V.C.
842.00
NPSD 365'
0+70
80' V.C.
840.21
+7.94%
-26.4%
+0.463%
6" PACCGMU 2.18 %
Sta. 100+11 Fixed End
Begin Bridge
Fin. Gr. El. 823.51
Sta. 101+02 Exp. End
End Bridge
Fin. Gr. El. 824.36
98.0'
El. 817.39
El. 817.94
4:1 Slope
53'±
6'-0"
5'-0" (Square)
6'-3" Stone Fill-Item 521
Toed into Stream Bed 2'-0"
Treated Timber Piles
20 Ton Capacity
Proposed Stream Bed
Existing Stream Bed
106+97.6 Mainline
0+13.5 Sideline
0+92.4 Back
0+96.3 Ahead
Sprinkling
2 W 5 gal
2 W 5 gal
4-9
4-9
4-9
Sprinkling
2 W 5 gal
2 W 5 gal
2 W 5 gal