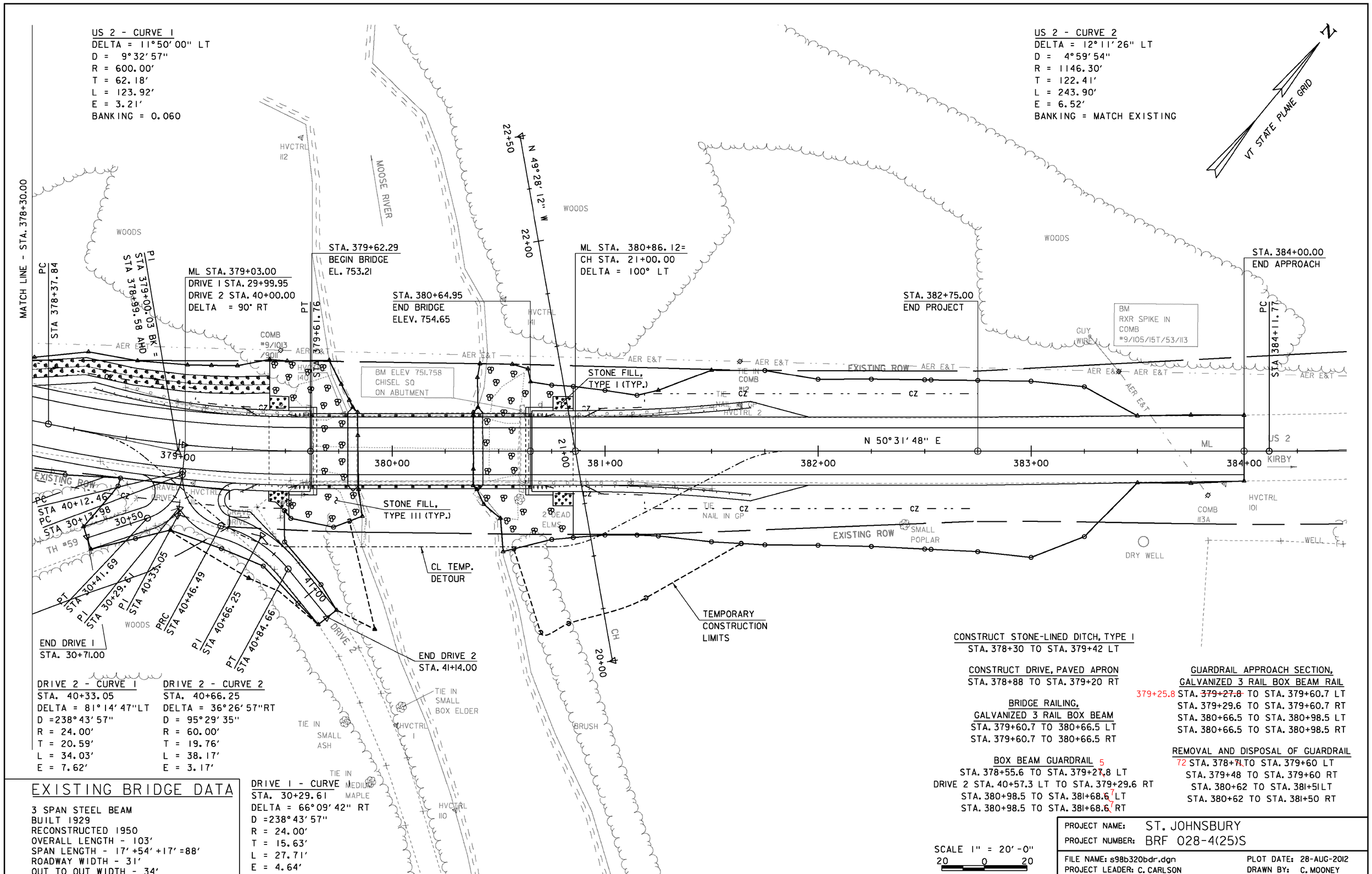
US 2 - CURVE 1
DELTA = 11°50'00" LT
D = 9°32'57"
R = 600.00'
T = 62.18'
L = 123.92'
E = 3.21'
BANKING = 0.060

US 2 - CURVE 2
DELTA = 12°11'26" LT
D = 4°59'54"
R = 1146.30'
T = 122.41'
L = 243.90'
E = 6.52'
BANKING = MATCH EXISTING



DRIVE 2 - CURVE 1
STA. 40+33.05
DELTA = 81°14'47"LT
D =238°43'57"
R = 24.00'
T = 20.59'
L = 34.03'
E = 7.62'

DRIVE 2 - CURVE 2
STA. 40+66.25
DELTA = 36°26'57"RT
D = 95°29'35"
R = 60.00'
T = 19.76'
L = 38.17'
E = 3.17'

DRIVE 1 - CURVE
STA. 30+29.61
DELTA = 66°09'42" RT
D =238°43'57"
R = 24.00'
T = 15.63'
L = 27.71'
E = 4.64'

EXISTING BRIDGE DATA

3 SPAN STEEL BEAM
BUILT 1929
RECONSTRUCTED 1950
OVERALL LENGTH - 103'
SPAN LENGTH - 17'+54'+17'=88'
ROADWAY WIDTH - 31'
OUT TO OUT WIDTH - 34'
ABUTMENTS AND PIERS - CONCRETE

CONSTRUCT STONE-LINED DITCH, TYPE I
STA. 378+30 TO STA. 379+42 LT

CONSTRUCT DRIVE, PAVED APRON
STA. 378+88 TO STA. 379+20 RT

BRIDGE RAILING,
GALVANIZED 3 RAIL BOX BEAM
STA. 379+60.7 TO 380+66.5 LT
STA. 379+60.7 TO 380+66.5 RT

BOX BEAM GUARDRAIL
STA. 378+55.6 TO STA. 379+27.8 LT
DRIVE 2 STA. 40+57.3 LT TO STA. 379+29.6 RT
STA. 380+98.5 TO STA. 381+68.6 LT
STA. 380+98.5 TO STA. 381+68.6 RT

GUARDRAIL APPROACH SECTION,
GALVANIZED 3 RAIL BOX BEAM RAIL
379+25.8 STA. 379+27.8 TO STA. 379+60.7 LT
STA. 379+29.6 TO STA. 379+60.7 RT
STA. 380+66.5 TO STA. 380+98.5 LT
STA. 380+66.5 TO STA. 380+98.5 RT

REMOVAL AND DISPOSAL OF GUARDRAIL
72 STA. 378+71 TO STA. 379+60 LT
STA. 379+48 TO STA. 379+60 RT
STA. 380+62 TO STA. 381+51 LT
STA. 380+62 TO STA. 381+50 RT

SCALE 1" = 20'-0"
20 0 20

PROJECT NAME:	ST. JOHNSBURY
PROJECT NUMBER:	BRF 028-4(25)S

FILE NAME: s98b320bdr.dgn
PROJECT LEADER: C. CARLSON
DESIGNED BY: H. SALLS
LAYOUT 2

PLOT DATE: 28-AUG-2012
DRAWN BY: C. MOONEY
CHECKED BY: C. CARLSON
SHEET 11 OF 62