TH 25 CURVE DATA NO. 1
Δ = 27°41'18" RT
D = 19°05'55"
R = 300'
T = 73.93'
L = 144.98'
E = 8.98
BANK = NORMAL

POE
Sta 3+09.90

TH 25 STA 3+00.00
END SIDELINE CONSTRUCTION

#3 40°
45 cL3
39' ℄
12-D4-21TS3
PT
Sta 2+58.75

TH 26 STA 7+00.00 =
TH 25 STA 1+85.14
Δ = 78°15'49"

TH 26 STA 7+12.12
BEGIN SIDELINE APPROACH

STONE FILL TYPE I

PI Sta 8+32.03 BK=
Sta 8+31.98 AH

PT
Sta 8+48.91

TH 26 STA 8+75.00
END SIDELINE CONSTRUCTION
PC
Sta 8+15.10

TH 25 STA 1+12.00
BEGIN SIDELINE CONSTRUCTION

TH 25 STA 1+00=
℣ STA 11+02
Δ = 90°
(TAN. TO CURVE)

END APPROACH
BEGIN PROJECT
STA 10+50

℣ CURVE DATA NO. 1
Δ = 89°
D = 76°23'40"
R = 75'
T = 73.71'
L = 116.50'
E = 30.15
BANK = NORMAL

TH 26 CURVE DATA NO. 1
Δ = 7°44'59"
D = 22°55'06"
R = 250'
T = 16.93'
L = 33.81'
E = 0.57
BANK = NORMAL

BM#1
USC&GS 1935 ELEV 513.92
CHS ON GARAGE FOUNDATION
ON NORTH WEST CORNER

PI
Sta 9+75.14
Δ = 2°30'18" LT
NO CURVE

STONE FILL TYPE I

EXISTING BRIDGE DATA
TWO SIMPLE SPAN THRU TRUSS
BUILT 1939
OVERALL LENGTH 234'
SPAN ONE - 133'
SPAN TWO - 95'
4'-0" SIDEWALK
0'-6" CURB
ROADWAY WIDTH 18'-0"
OUT TO OUT WIDTH 19'-4"
ABUTMENT NO. 1 & PIER ARE CONCRETE ON TIMBER PILES
ABUTMENT NO. 2 IS CONCRETE

TH 25 SNAKE HILL ROAD
FURLONG ROAD
EXISTING R.O.W.
SAVE 2" CEDAR TREES
WATERY MH
PUMP HOUSE
SEWER MH
POWNAL TANNERY (DEFUNCT.)
APPROX. LOCATION OF 8" C.I. WATER LINE (DEFUNCT)
APPROXIMATE RELOCATION OF AERIAL UTILITIES
℄ OF EXISTING TEMPORARY BRIDGE S57°W 335'
#151/49X4
DRIVE #2
DRIVE #1
R=11'
R=5'
R=20' (TYP)
4x3 STONE (BOX CULVERT) (RETAIN)
DITCH
RETIRE STEEL POSTS
#49/3/6/5-1
RETIRE
#6S
R=50'
R=30'
R=16'
PI STA 11+15.00 BK = STA 10+84.10 AH
PT Sta 11+57.80
BEGIN BRIDGE
P.O.S.T. STA 11+57.62
EXISTING R.O.W.
STONE FILL, TYPE II (TYP) ℄ PIER STA 12+93.62
END BRIDGE STA 13+91.87
HOOSIC RIVER
TH 24
SIDEWALK
CONC. WALL
CONCRETE DRIVE
GRAVEL DRIVE
GARAGE
CU #118° 40 Δ 14' ℄ D6-1T
SEWER MH
6" ASH
4+00
10+00
11+00
12+00
13+00
1+25
2+00
2+50
3+10
6+00
9+00
℣ P.O.S.T. STA 11+47.88
CHAN STA 5+03.49
Δ = 89° 50' 27"
BM#2
USC&GS 1935 ELEV 514.87
CHS ON BRIDGE WINGWALL
SOUTH EAST CORNER
1'-0 STONE FILL, TYPE I (TYP)
DETECTABLE WARNING SURFACE
STA. 10+89.65 RT.
STA. 14+24.00 RT.
REMOVAL AND DISPOSAL OF EXISTING GUARDRAIL
STA 11+40 RT - STA 11+57.62 RT
STA 11+44 LT - STA 11+57.62 LT
STA 13+91.62 RT - STA 14+05 RT
STA 13+91.62 LT - STA 14+21LT
REMOVAL AND DISPOSAL OF GUIDE POSTS
℄ TH 25 STA 1+60 RT
℄ TH 25 STA 1+69 RT
℄ TH 25 STA 1+77 RT
℄ TH 26 STA 7+15 LT - 8+55 LT (23 POSTS)
CONSTRUCT DRIVE WITH PAVED APRONS
DRIVE 1 AT TH 25 ℄ STA 2+00 RT
DRIVE 2 AT TH 25 ℄ STA 2+25 RT
STA 10+46 RT
STA 14+39 RT
CAST-IN-PLACE CONCRETE CURB, TYPE B
STA 10+94.00 RT - STA 11+57.62 RT
STA 13+91.87 RT. - STA. 14+20.00 RT
℄ TH 25 1+96.00 RT. - 11+57.62 LT.
BEGIN APPROACH STA 8+75.00
EXISTING R.O.W.
DEMOLITION AND DISPOSAL OF BUILDING STA 10+00 LT
REMOVE EXISTING METAL HAND RAILING
STA 13+91.5 RT- 14+15.5 RT
PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
STA 10+94.00 RT - STA 11+57.62 RT
STA 13+91.87 RT - STA 14+28.00 RT
ALUMINUM APPROACH RAILING, ANODIZED
STA 11+01 RT - STA 11+57.87 RT
STA 11+33 LT - STA 11+57.87 LT
STA 13+91.37 LT - WWTF S/L STA 5 + 51 LT
STA 13+91.37 RT - STA 14+29 RT
HD STEEL BEAM GUARDRAIL, GALVANIZED
TH 25 ℄ STA 1+37 LT - TH 26 ℄ STA 8+16 LT
CHAIN-LINK FENCE, 6 FEET
WWTF S/L STA 5+27.8 RT - WWTF S/L STA 6+91.3 RT
#2 40° 50 cL 23' ℄ 12-D4 18
DTC/9 H78SPPS PT4/40 Sta 5+46.71
BM#3 USC&GS 1935 ELEV 521.29 PAINT SPOT ON BRIDGE WINGWALL N.W. CORNER
RETIRE #2/5/5
BM#4 USC&GS 1935 ELEV 521.27 CHS ON OLD MILL TANNERY FOUND N.W. CORNER
STA 5+12.00
BEGIN WWTF SIDELINE CONSTRUCTION
℄ STA 5+00.00 = ℣ STA 14+29.00
Δ = 90°
PROPOSED NEW RR SIGNAL W/ FLASHING LIGHTS (SEE PROJECT NOTES)
CHANGE ELEVATION OF SEWER MANHOLE
STA 11+26 LT, STA 14+32 RT
STA 15+06 RT, TH 25 ℄ STA 2+17 LT
ANCHOR FOR STEEL BEAM RAIL
TH 25 ℄ STA 1+43 LT
TH 26 ℄ STA 8+10 LT
BRIDGE RAILING, ANODIZED 3 RAIL ALUMINUM
STA 11+57.87 LT - STA 13+91.37 LT
BRIDGE RAILING, ANODIZED ALUMINUM/PEDESTRIAN
STA 11+57.87 RT - STA 13+91.37 RT
STA 6+50.00
END WWTF SIDELINE CONSTRUCTION
SEE PROJECT NOTES REGARDING CHAIN LINK FENCE AND EXISTING BARRIER
NEW CHAINLINK FENCE
BUILDING
EXISTING PAVEMENT TO BE REMOVED AND TOPSOIL WITH SEED & MULCH PLACED
PI Sta 5+30.73
RR SIGNAL
BOX
PC Sta 5+14.73
#1 17° 50 cL3 437' ℄ 12-D2
RRU NO#14'
RETIRE
N61°11'28.39"E
15+00
RR SIGNAL
LIGHT
MH
MC1
FIBER OPTIC MARKER POST
MATCH LINE STA 15+25
BOULDERS Ø 3' ALONG DRIVE
BOSTON & MAINE CORPORATION
MAG
1987
SCALE 1" = 20'-0
20 0 20

NOTE: FOR DRAINAGE DETAILS, SEE SHEET 18A & 18B
FOR SIGNS AND PAVEMENT MARKINGS, SEE SHEETS 19 - 22

SHEET NAME: LAYOUT SHEET NUMBER 1
PROJECT: POWNAL
PROJECT NO.: BRZ144(19)C/2
DESIGN FILE NAME: 87e045/str/se045bdr.dgn
IPARM FILE NAME: se045lal.i
SURVEYED BY: R. MOREAU
PROJECT MANAGER: R. WHITCOMB
PLOT DATE: 10-MAR-2008
SURVEY DATE: 4/91
DRAWN BY: C. CARLSON/S. MAGNAN
SHEET: 13 OF 108