



**CURVE 2 (TH5)**  
 D = 17°00'00.00"  
 R = 337.03  
 T = 41.68'  
 L = 82.94'  
 E = 2.57'  
 BANKING = TRANSITION TO EXISTING

**REMOVAL & DISPOSAL OF GUARD RAIL**  
 ML STA 31+70.00 - 31+83.00 LT  
 TH5 STA 5+64.00 - 6+43.00 RT  
 ML STA 34+11.00 - 34+34.00 LT

**ALUMINUM BRIDGE RAILING-ANODIZED BLACK**  
 ML Sta 31+65.25 LT - Sta 34+09.75 LT  
 ML Sta 31+66.25 RT - Sta 34+09.75 RT

**ALUMINUM APPROACH RAILING-ANODIZED BLACK**  
 TH5 Sta 5+46.20 RT - ML Sta 31+65.23 LT  
 ML Sta 31+41.30 RT - ML Sta 31+66.25 RT  
 ML Sta 34+09.75 LT - ML Sta 34+34.20 LT  
 ML Sta 34+09.75 RT - ML Sta 34+33.30 RT

**HEAVY DUTY STEEL BEAM GUARDRAIL**  
 TH5 Sta 5+46.20 RT - TH5 Sta 6+34.00 RT 30  
 ML Sta 31+41.30 RT - DRIVE Sta 11+09.00 LT 11  
 ML Sta 34+34.50 LT - VT14 Sta 209+27.50 LT 25  
 ML Sta 34+33.30 RT - VT14 Sta 207+62.00 LT 64

**ANCHOR FOR STEEL BEAM GUARDRAIL**  
 TH5 Sta 6+22.00 RT 3+60  
 DRIVE Sta 10+98.00 LT 31  
 VT14 Sta 207+75.00 LT 72  
 VT14 Sta 209+48.00 LT 12

**ANCHOR FOR CABLE DRAIN**  
 Sta 6+30.00 RT (APPROXIMATE)  
**CONSTRUCTION LIMITS**

**CURVE 3 (DRIVE)**  
 D = 57°00'  
 R = 100.52'  
 T = 17.44'  
 L = 34.53'  
 E = 1.50'  
 BANKING = NORMAL

PI #3  
 Sta 10+49.43 BK =  
 Sta 10+49.08 AHD  
 $\Delta = 19^\circ-41'00''$  LT

**CURVE 4 (DRIVE)**  
 D = 38°00'  
 R = 150.78'  
 T = 20.48'  
 L = 40.70'  
 E = 1.38'  
 BANKING = NORMAL

**EXISTING BRIDGE DATA:**  
 216' STEEL TRUSS  
 20' CURB TO CURB  
 14'-11" VERTICAL CLEARANCE  
 BUILT IN 1928

**DRIVE POE**  
 Sta 11+84.43

MATCHLINE A-A  
 STA 29+00

MATCHLINE C-C  
 STA 210+00

END APPROACH  
 STA 209+75.00

END PROJECT  
 BEGIN APPROACH  
 STA 5+75.00

END PROJECT  
 BEGIN APPROACH  
 STA 34+50.00

BENCHMARK #1  
 CHISELED SQUARE  
 ELEV = 400.668

BENCHMARK #2  
 CHISELED SQUARE  
 ELEV = 399.51

TEMPORARY  
 CONSTRUCTION  
 LIMITS

BRG. PIER #1  
 Sta 32+13.00  
 FG = 403.88

PIER #1  
 Sta 32+11.83

BEGIN BRIDGE  
 Sta 31+66.00  
 FG = 404.91

END BRIDGE  
 Sta 34+10.00  
 FG = 398.36

CONSTRUCTION  
 LIMITS

PI #5  
 Sta 208+00.00 BK =  
 Sta 207+99.57 AHD  
 $\Delta = 5^\circ 00' 00''$  RT  
 POT

ML Sta 33+00.00 =  
 Channel Sta 52+00.00  
 $\Delta = 90^\circ 00' 00''$

BEGIN APPROACH  
 STA 207+25.00  
 LIMITS OF PAVEMENT

MATCHLINE B-B  
 STA 207+00

**LAYOUT SHEET 2**

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

PROJECT: <b>HARTFORD</b>	PROJECT NO. # <b>BRO-BTN 2004(II)</b>
DESIGN FILE NAME: 89j045/structures/sj045bdr.dgn	PLOT DATE: 11-FEB-2005
IPARM FILE NAME: sj045i02.i	SURVEY DATE: 5/93
SURVEYED BY: R. MOREAU	DRAWN BY: K.M. HIGGINS
SQUAD LEADER: C. P. WILLIAMS	SHEET: 11 OF 97
LAYOUT SHEET 2	

DATUM	NAVD88
VERTICAL	NAD 1983/92
HORIZONTAL	