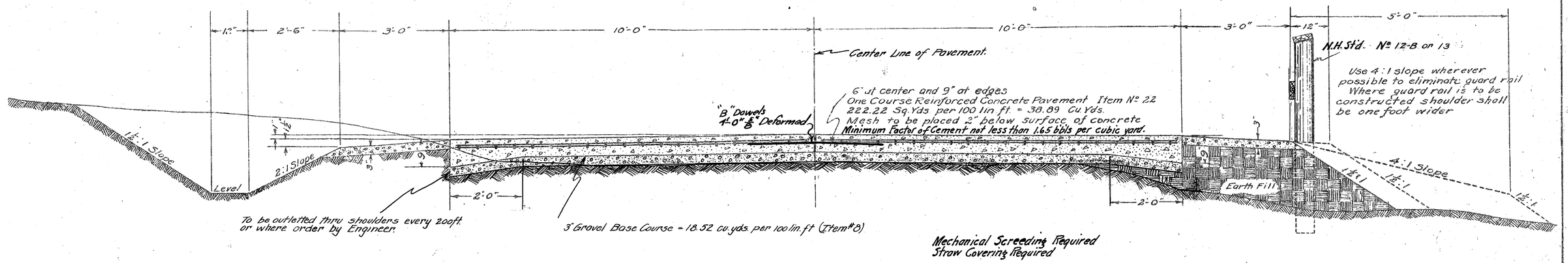
FED. ROAD DIST. No.	STATE	FEDERAL PROJ. No.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	N. H.	1478	1930	1	14

MANCHESTER T.L.C. 1930

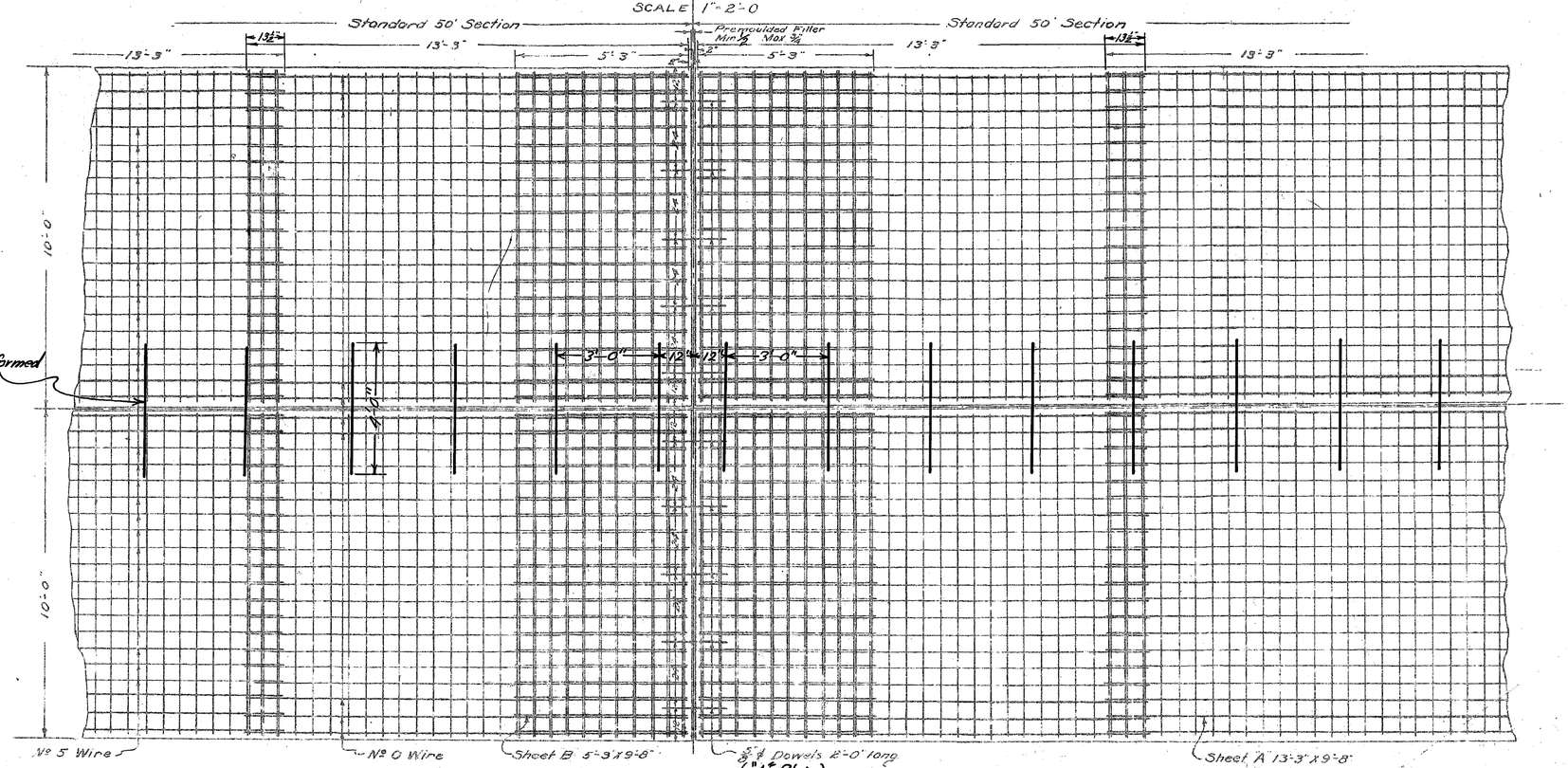


TYPICAL SECTION OF IMPROVEMENT

SCALE 3/4" = 1'-0"

STEEL MESH PLAN

SCALE 1" = 2'-0



LIST OF STEEL PER 100 LIN FT OF ROADWAY

NAME	No REQ'D		WEIGHT EACH	TOTAL WEIGHT
Sheet A	16		68.47 #	1095.52 #
Sheet B	8		27.46 #	219.68 #
"A" Dowels	20	Plain 5/8" ϕ		41.72 #
"B" Dowels	34	Deformed 5/8"		141.85 #
			TOTAL =	1498.77 #

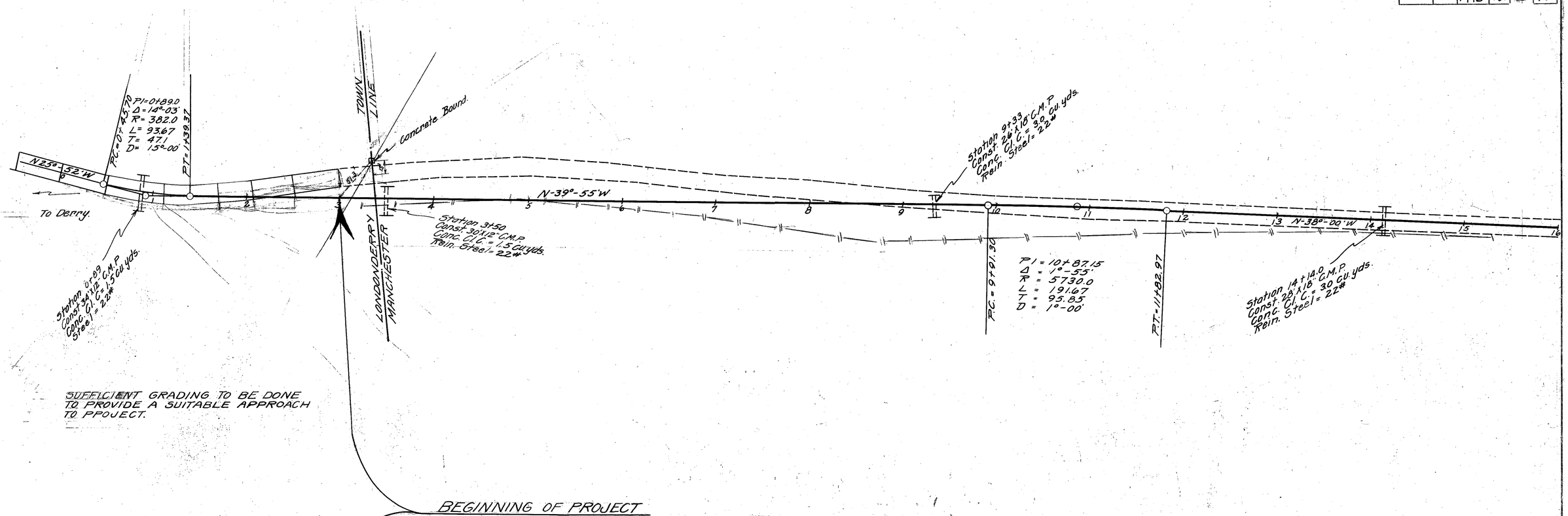
Note
All transverse wires are No 5
All mesh spaced 6" on centers

MANCHESTER T.L.C. [redacted] 1/1/18

1478

FED. ROAD DIST. No.	STATE	~~FEDERAL~~ PROJ. No.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	N. H.	TLC 114-B	1930	2	14

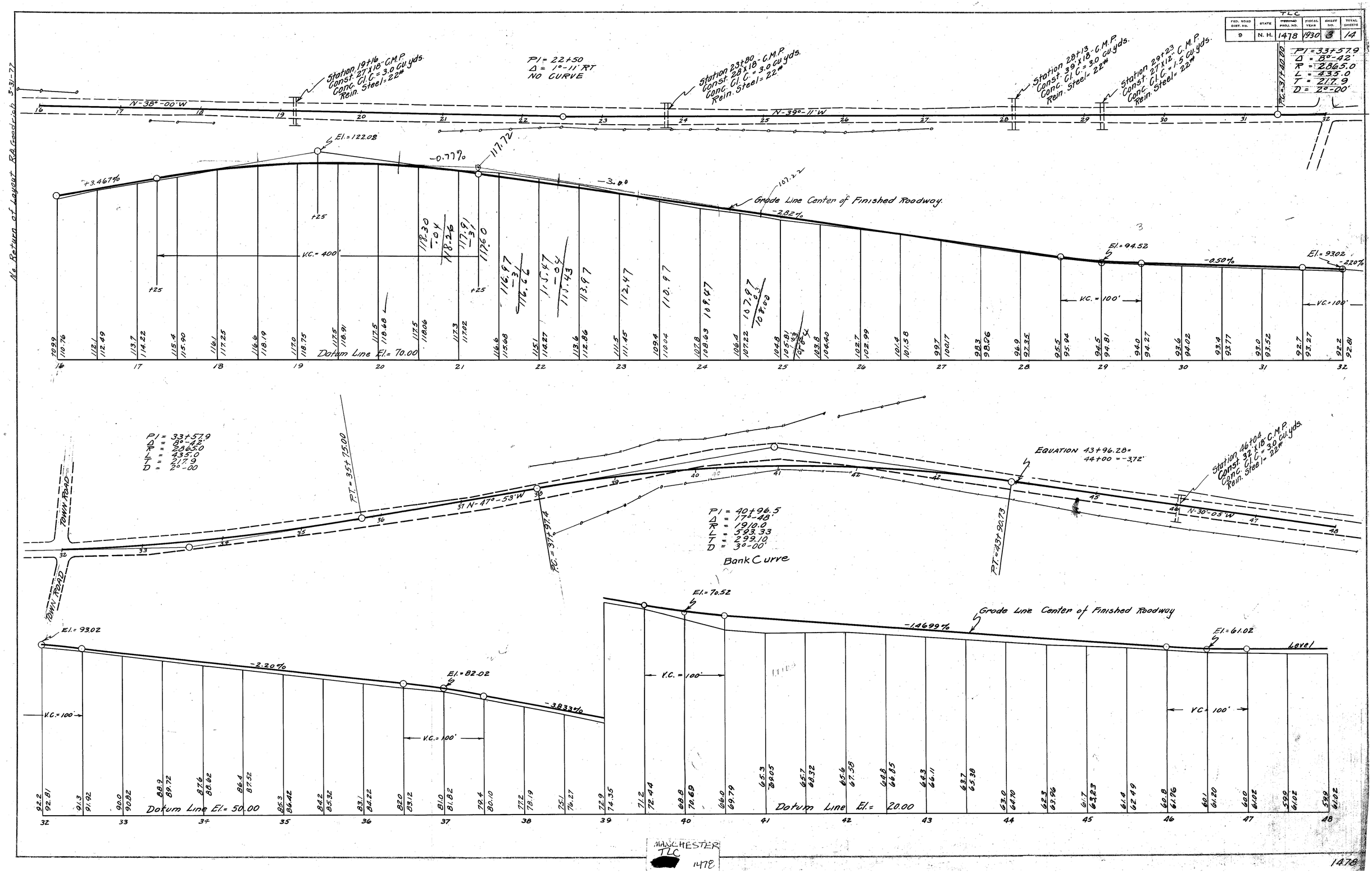
No Return of Layout R.A. Goodrich 3-31-77



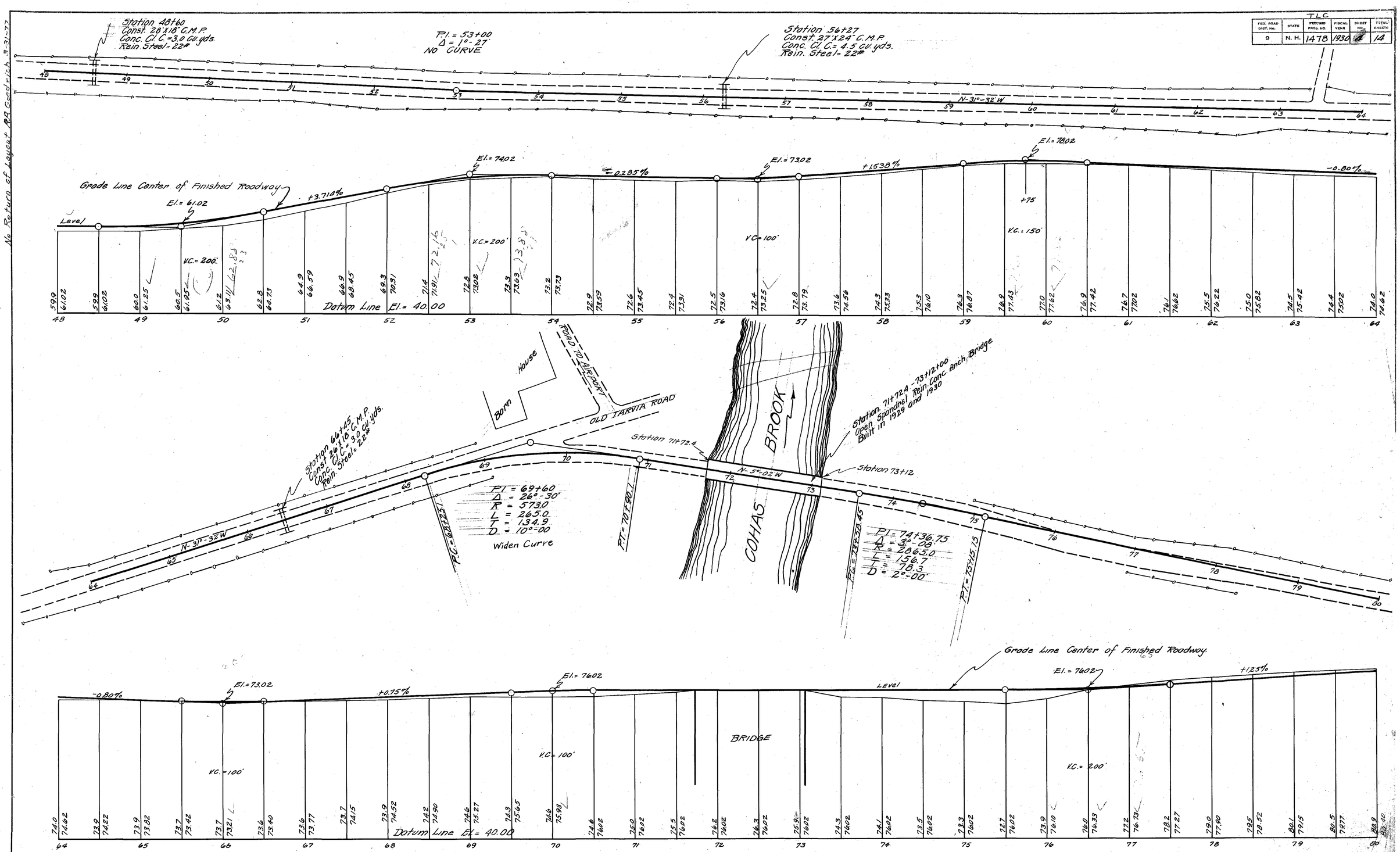
97.15	96.93	96.49	96.60	96.87	96.6	92.7	92.7	93.6	93.5	93.5	93.5	93.9	93.8	96.2	99.2	101.2	102.2	102.5	103.1	103.5	103.7	104.0	104.4	104.7	105.7	106.3	106.3	106.3	106.0	106.4	107.8	109.2
97.53	96.65	96.50	96.60	96.93	97.37	97.82	98.27	98.72	99.17	99.61	100.06	100.51	100.96	101.41	101.85	102.30	102.75	103.20	103.65	104.09	104.54	104.99	105.44	105.89	106.33	106.78	107.23	107.68	108.13	108.57	109.34	110.76

15

PRANC HESTER
TLC
1478



TLC
FED. ROAD DIST. NO. 9
STATE N. H.
PROJ. NO. 1478
FISCAL YEAR 1930
SHEET NO. 3
TOTAL SHEETS 14
No Return of Layout R.A. Goodrich 3-31-77
Station 19+16 Const. 27'x18" C.M.P. Conc. Cl. C. = 3.0 cu. yds. Rein. Steel = 22#
PI = 22+50 Δ = 1°-11' RT NO CURVE
Station 23+80 Const. 28'x18" C.M.P. Conc. Cl. C. = 3.0 cu. yds. Rein. Steel = 22#
Station 28+13 Const. 39'x18" C.M.P. Conc. Cl. C. = 3.0 cu. yds. Rein. Steel = 22#
Station 29+23 Const. 27'x12" C.M.P. Conc. Cl. C. = 1.5 cu. yds. Rein. Steel = 22#
PI = 33+57.9 Δ = 8°-42' R = 2865.0 L = 435.0 T = 217.9 D = 2°-00'
P.C. = 31+40.00
N-38°-00'W
N-39°-11'W
El. = 122.02
+3.467%
-0.77%
117.72
-3.00
107.22
Grade Line Center of Finished Roadway.
-2.82%
V.C. = 400'
El. = 94.52
-0.50%
El. = 93.02
-2.20%
V.C. = 100'
Datum Line El. = 70.00
PI = 33+57.9 Δ = 8°-42' R = 2865.0 L = 435.0 T = 217.9 D = 2°-00
P.T. = 35+75.00
TOWN ROAD
N-47°-53'W
P.C. = 37+97.4
PI = 40+96.5 Δ = 17°-48' R = 1910.0 L = 593.33 T = 299.10 D = 3°-00'
Bank Curve
P.T. = 43+90.73
EQUATION 43+96.28 = 44+00 = -3.72'
Station 46+04 Const. 32'x18" C.M.P. Conc. Cl. C. = 3.0 cu. yds. Rein. Steel = 22#
N-30°-05'W
El. = 93.02
-2.20%
El. = 82.02
-3.833%
V.C. = 100'
Datum Line El. = 50.00
El. = 70.52
-1.4699%
Grade Line Center of Finished Roadway
El. = 61.02
Level
Datum Line El. = 20.00
MANCHESTER TLC [redacted] 1478
1478



TLC
FED. ROAD DIST. NO. 9
STATE N. H.
FED. RD. PROJ. NO. 1478
FISCAL YEAR 1930
SHEET NO. 4
TOTAL SHEETS 14
No Return of Layout R.A. Goodrich 3-31-77
Station 48+60
Const. 28"X18" C.M.P.
Conc. Cl. C.=3.0 cu. yds.
Rein. Steel=22#
P.I.=53+00
Δ=1°-27'
NO CURVE
Station 56+27
Const. 27"X24" C.M.P.
Conc. Cl. C.=4.5 cu. yds.
Rein. Steel=22#
N-31°-32'W
Grade Line Center of Finished Roadway
Level
El.=61.02
+3.714%
El.=74.02
-0.285%
El.=73.02
+1.538%
El.=78.02
-0.80%
V.C.=200'
V.C.=200'
V.C.=100'
V.C.=150'
+75
Datum Line El.=40.00
Barn
House
ROAD TO AIRPORT
OLD TARVIA ROAD
Station 66+45
Const. 26"X18" C.M.P.
Conc. Cl. C.=3.0 cu. yds.
Rein. Steel=22#
Station 71+72.4
Station 71+72.4-73+12+00
Open Spandrel Rein. Conc. Arch Bridge
Built in 1929 and 1930
Station 73+12
N-5°-02'W
COHAS BROOK
N-31°-32'W
PI=69+60
Δ=26°-30'
R=573.0
L=265.0
T=134.9
D=10°-00
Widen Curve
P.C.=68+25.1
P.T.=70+90.1
PI=74+36.75
Δ=3°-08'
R=2865.0
L=156.7
T=78.3
D=2°-00'
P.C.=73+58.45
P.T.=75+15.15
Grade Line Center of Finished Roadway
-0.80%
El.=73.02
+0.75%
El.=76.02
Level
El.=76.02
+1.25%
BRIDGE
V.C.=100'
V.C.=100'
V.C.=200'
Datum Line El.=40.00
HUCHESTER
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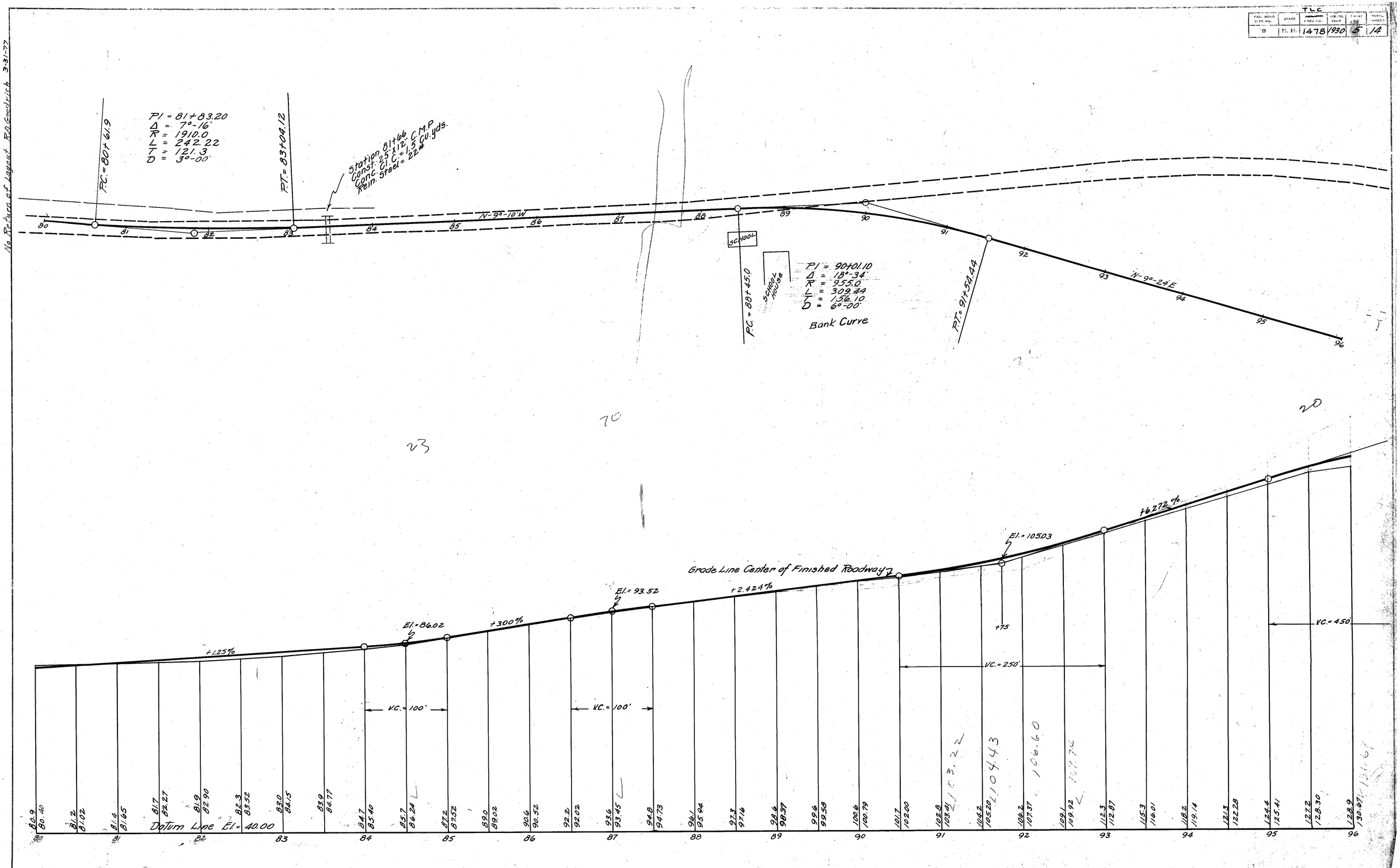
No Return of Layout R.D. Goodrich 3-31-77

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	N. H.	1478	1930	5	14

TLC



MANCHESTER
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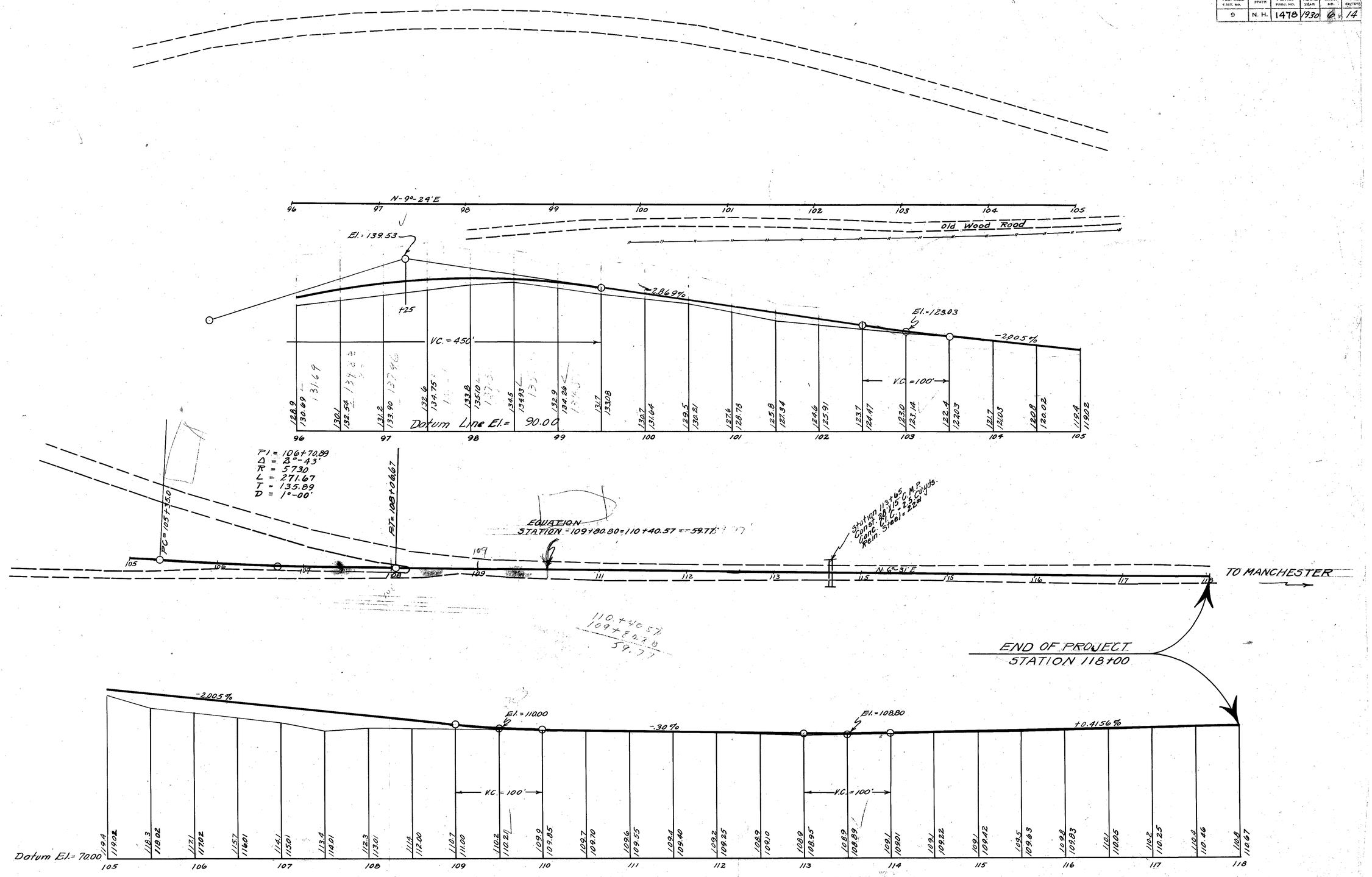
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	N. H.	1478	1930	6	14

No Return of Layout R.A. Goodrick 3-31-77



MANCHESTER
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