STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
N. H.	LS-1822 (1)	1	181

INDEX OF SHEETS

SHEET NO. 1 TITLE PAGE
2-5 TYPICAL SECTION OF IMPROVEMENT
6-10 SUMMARY
11-15 BRIDGE SHEETS
16-23 PLAN & PROFILE
24 DRAINAGE LAYOUT SHEETS
25 - 130 CROSS SECTIONS M.S.
131 - 148 " " A-LINE
149 - 150 " " B-LINE
151 - 157 " " C- "
158 - 165 " " E- "
166 - 169 " " F- "
170 - 173 " " G- "
174 - 175 SPECIAL STD. SHEETS

		STANDARD SHT. NO.		REVISED	
176	STD.	"	1	"	JUNE 12, 1951
177	"	"	2	"	JAN. 28, 1954
178	"	"	3	"	DEC. 4, 1953
179	"	"	4	"	JUNE 16, 1954
180	"	"	5	"	MAR. 10, 1954
181	"	"	6	"	DEC. 22, 1953

STATE OF NEW HAMPSHIRE
DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS

PLANS OF PROPOSED

L.S. 1822 (1)

N.H. NO. P-2692-D

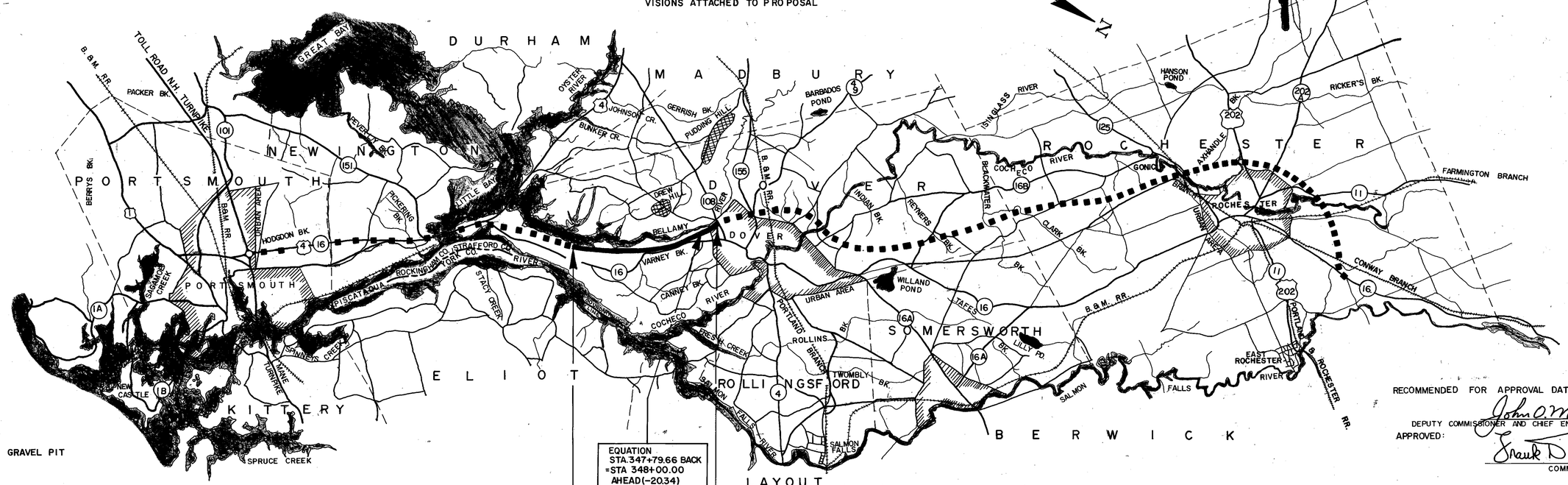
SPAULDING TURNPIKE

SCALES { PLAN 1" = 100'
PROFILE VERT. 1" = 20'-0" HOR. 1" = 100'-0"
CROSS SECTION VERT. 1" = 5'-0" HOR 1" = 5'-0"

THIS PROJECT TO BE CONSTRUCTED IN ACCORDANCE WITH STANDARD SPECIFICATIONS DATED JULY 1, 1954 AND STANDARD SHEETS LISTED IN THE INDEX ON FILE WITH THE BUREAU OF PUBLIC ROADS AND SPECIAL PROVISIONS ATTACHED TO PROPOSAL

DESIGN DATA

TRAFFIC CLASSIFICATION	M
DESIGN SPEED	70 M.P.H.
MAXIMUM CURVATURE	4° — 00'
MAXIMUM GRADIENT	2.99 %
HEADLIGHT SIGHT DISTANCE (MIN.)	720
LENGTH OF PROJECT	2.865 MI.



LAYOUT
SCALE 1" = ONE MILE

EQUATION
STA. 347+79.66 BACK
= STA 348+00.00
AHEAD (-20.34)

STA. 217+00	STA. 217+00
END OF L.S. 1821(1)	BEGINNING OF L.S. 1822(1)

STA. 368+50	STA. 368+50
END OF L.S. 1822(1)	BEGINNING OF L.S. 1823(1)

RECOMMENDED FOR APPROVAL DATED NOV. 17, 1954
John O. Morton
DEPUTY COMMISSIONER AND CHIEF ENGINEER
APPROVED:
Frank D. Merrill
COMMISSIONER

THIS PLAN SHEET HAS BEEN REDRAWN FROM THE ORIGINAL BROWNLINE
REDRAWN BY: R.J. CROWLEY DATE: 6/15/84
CHECKED BY: JB DATE: 6-15-84

CONVENTIONAL SIGNS

STATE LINE
TOWN LINE
FENCE
STONE WALL
UNFENCED PROPERTY
TRAVELED WAY
RAILROADS
RETAINING WALL
SEWER MANHOLE
HYDRANT
LEDGE
CONCRETE BOUND SET
R O W LINE
SURVEY LINE
CULVERTS
POWER POLES
TELEPHONE POLES
GROUND ELEVATION
GRADE ELEVATION
SLOPE LINE
CATCH BASIN
DROP INLET
BRUSH LINE

REVISIONS AFTER PROPOSAL (USE BOTTOM LINES FIRST)				
NO.	DATE	STATION	STATION	DESCRIPTION

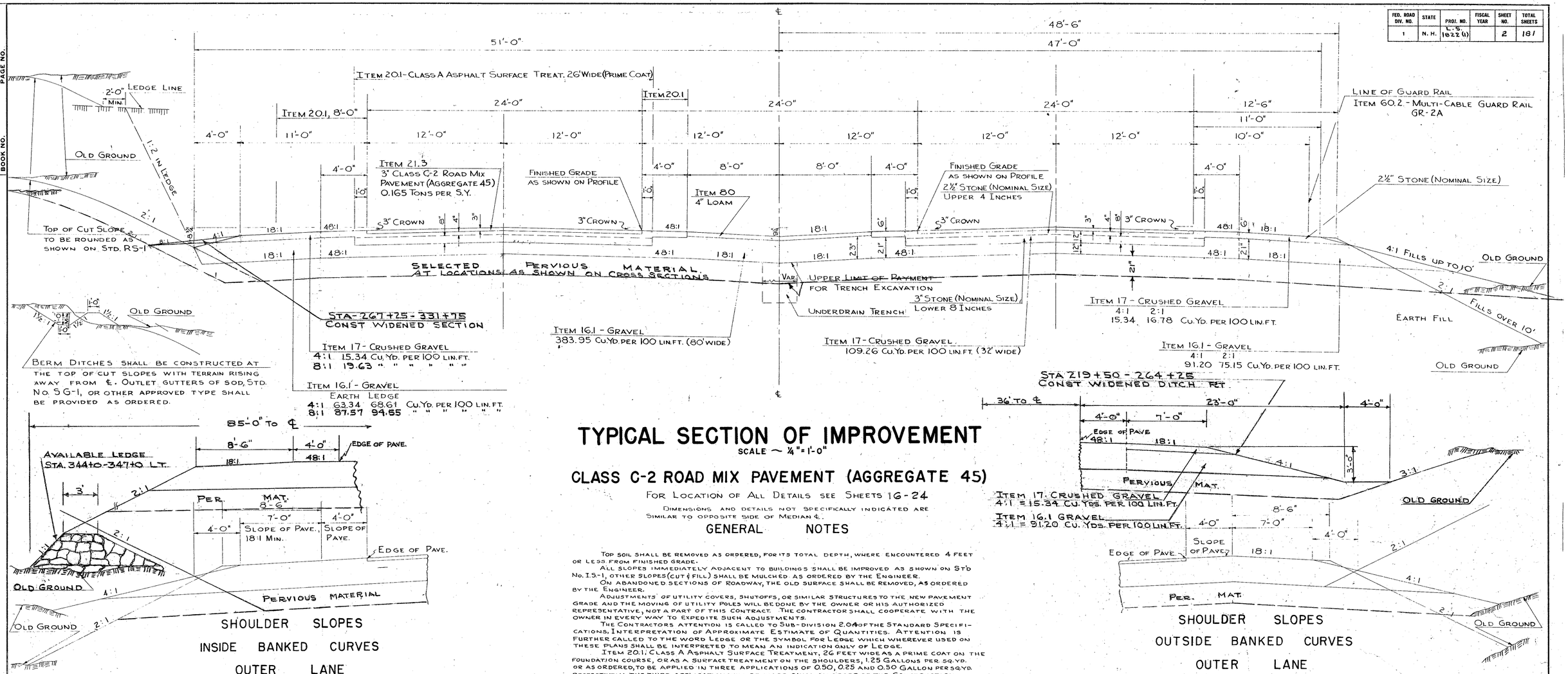
NOTEBOOKS			
BOOK NO.	PAGE NO.	BOOK NO.	PAGE NO.

	DATE
PLAN TRACED	
PLAN CHECKED	
PROFILE TRACED	
PROFILE CHECKED	
INKED	
CHECKED	

BRUNING 34582-3

PROJ. NO.	SHEET NO.	TOTAL SHEETS
LS 1822(1)	1	181

FED. ROAD DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	N. H.	L.S. 1822 (1)		2	181



TYPICAL SECTION OF IMPROVEMENT

SCALE ~ ¼" = 1'-0"

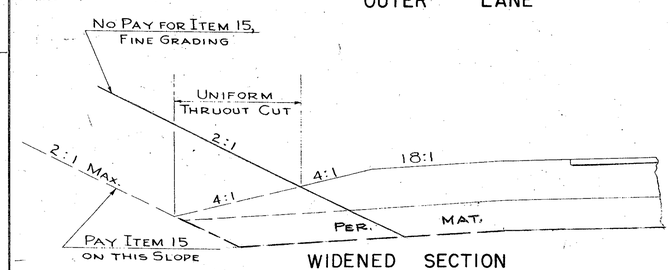
CLASS C-2 ROAD MIX PAVEMENT (AGGREGATE 45)

FOR LOCATION OF ALL DETAILS SEE SHEETS 16-24

DIMENSIONS AND DETAILS NOT SPECIFICALLY INDICATED ARE SIMILAR TO OPPOSITE SIDE OF MEDIAN ℄.

SHOULDER SLOPES
INSIDE BANKED CURVES
OUTER LANE

SHOULDER SLOPES
OUTSIDE BANKED CURVES
OUTER LANE



WIDENED SECTION
FOR BORROW

IN SO FAR AS IS PRACTICABLE THE CONTRACTOR SHALL SECURE BORROW WITHIN THE RIGHT OF WAY BY UNIFORMLY WIDENING AND FLATTENING CUT SLOPES AT LOCATIONS DIRECTED BY THE ENGINEER.

THERE IS NO ASSURANCE THAT ALL BORROW NECESSARY MAY BE OBTAINED IN THIS MANNER.

CLEARING AND GRUBBING FOR THE ABOVE SHALL BE PAID FOR UNDER ITEM 1.

GENERAL NOTES

TOP SOIL SHALL BE REMOVED AS ORDERED, FOR ITS TOTAL DEPTH, WHERE ENCOUNTERED 4 FEET OR LESS FROM FINISHED GRADE.

ALL SLOPES IMMEDIATELY ADJACENT TO BUILDINGS SHALL BE IMPROVED AS SHOWN ON STD. NO. LS-1, OTHER SLOPES (CUT & FILL) SHALL BE MULCHED AS ORDERED BY THE ENGINEER.

ON ABANDONED SECTIONS OF ROADWAY, THE OLD SURFACE SHALL BE REMOVED, AS ORDERED BY THE ENGINEER.

ADJUSTMENTS OF UTILITY COVERS, SHUTOFFS, OR SIMILAR STRUCTURES TO THE NEW PAVEMENT GRADE AND THE MOVING OF UTILITY POLES WILL BE DONE BY THE OWNER OR HIS AUTHORIZED REPRESENTATIVE, NOT A PART OF THIS CONTRACT. THE CONTRACTOR SHALL COOPERATE WITH THE OWNER IN EVERY WAY TO EXPEDITE SUCH ADJUSTMENTS.

THE CONTRACTORS ATTENTION IS CALLED TO SUB-DIVISION 2.04 OF THE STANDARD SPECIFICATIONS, INTERPRETATION OF APPROXIMATE ESTIMATE OF QUANTITIES. ATTENTION IS FURTHER CALLED TO THE WORD LEDGE OR THE SYMBOL FOR LEDGE WHICH WHEREVER USED ON THESE PLANS SHALL BE INTERPRETED TO MEAN AN INDICATION ONLY OF LEDGE.

ITEM 20.1, CLASS A ASPHALT SURFACE TREATMENT, 26 FEET WIDE AS A PRIME COAT ON THE FOUNDATION COURSE, OR AS A SURFACE TREATMENT ON THE SHOULDERS, 1.25 GALLONS PER SQ. YD. OR AS ORDERED, TO BE APPLIED IN THREE APPLICATIONS OF 0.50, 0.25 AND 0.50 GALLON PER SQ. YD. RESPECTIVELY, THE THIRD APPLICATION WILL BE MADE ONLY ON ORDER OF THE CONSTRUCTION ENGINEER.

ITEM 21.4, ASPHALT CUT BACK FOR C-2 PAVEMENT, 2.00 GALLONS PER SQ. YD. TO BE APPLIED IN FOUR APPLICATIONS OF 1.00, 0.65, 0.25 AND 0.10 GALLON PER SQ. YD RESPECTIVELY, OR AS ORDERED.

NO ROAD MIX PAVEMENT TO BE CONSTRUCTED UNTIL BASE IS 100% COMPLETE.

CROSS SECTIONS WILL BE TAKEN AT PLUS FIFTY (+50) STATIONS PRIOR TO EARTHWORK AND AFTER CLEARING IS COMPLETED.

MUCK SHALL BE REMOVED BY EXCAVATION ITEM 5.4, OR BY DISPLACEMENT, AS ORDERED BY THE ENGINEER.

NO IMPERVIOUS MATERIAL WILL BE USED IN FILL AREAS TO A HEIGHT OF MORE THAN 4 FEET BELOW FINISHED GRADE.

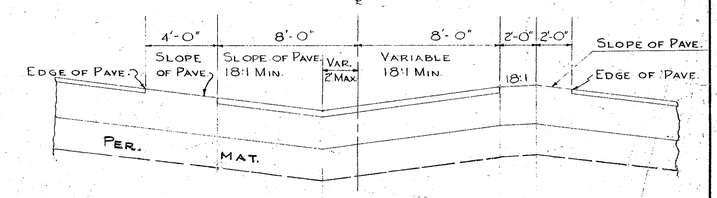
ABANDONED DRIVES SHALL BE LANDSCAPED TO THE LIMITS OF THE R.O.W.

STUMPS TO BE USED TO FILL HILTON COVE AREA STA. 129+50 NN TO STA. 133+50 NN LT. 1821(1), SEE PROSECUTION OF WORK, BORROW FOR COVER, UNDER ITEM 1.1. (3000 CU. YDS. EST.)

EXTENDED CROSS SECTIONS TO BE TAKEN PRIOR TO CONSTRUCTION.

M.S. LINE	A LINE	C-LINE	F-LINE	Rte # 108
246+00 LT.	28+50 RT.	32+00 SURVEY RT.	0+25 RT.	12+00 LT.
264+67 RT.	28+00 RT.		0+50 RT.	
318+50 LT.				
320+00 LT.				
325+00 LT.				

CROSS SECTIONS TO BE TAKEN PRIOR TO CONST. AT ALL +50 STATIONS
M.S. LINE
347+50 - 360+50 INCLUSIVE



MEDIAN STRIP
AT
FULL BANKED SECTION

PROJ. NO.	SHEET NO.	TOTAL SHEETS
LS 1822 (1)	2	181

NOTE BOOKS (USE BOTTOM LINES FIRST)

BOOK NO.	PAGE NO.	BOOK NO.	PAGE NO.
"	"	"	"
"	"	"	"
"	"	"	"
"	"	"	"
"	"	"	"

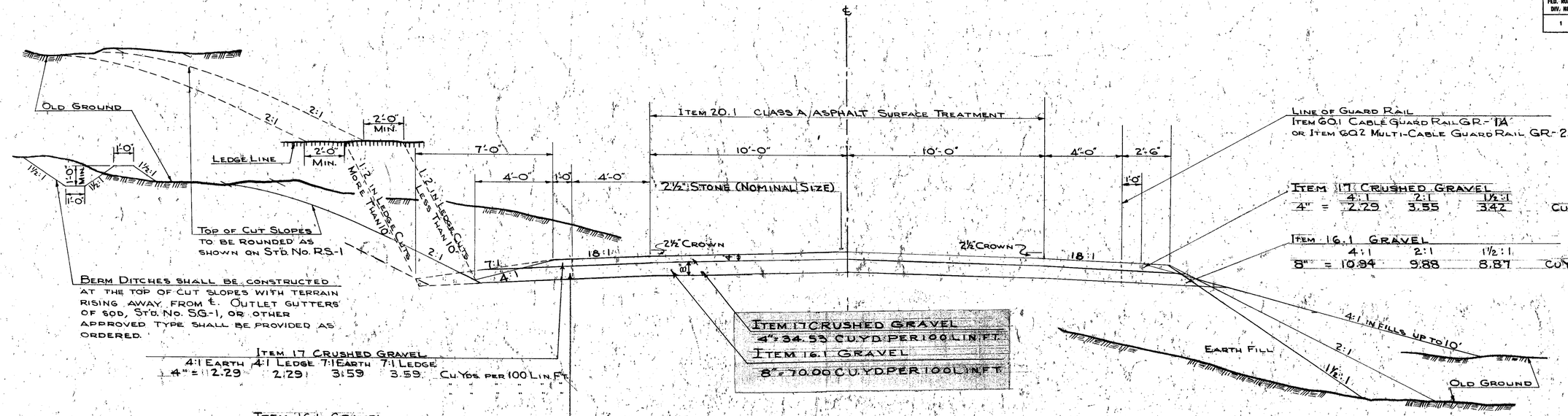
REVISIONS AFTER PROPOSAL

DATE	STA.	TO	STA.	DESCRIPTION

PLAN TRACED BY	MINICHIELLO	DATE 7-30-53
" CHECKED "	HUCKINS	" 10-28-53
PROFILE TRACED BY		
" CHECKED "		
INKED BY		
CHECKED BY		

00-7-48 B. L. M. INC.

FED. ROAD DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	N. H.	LS 18220		3	181



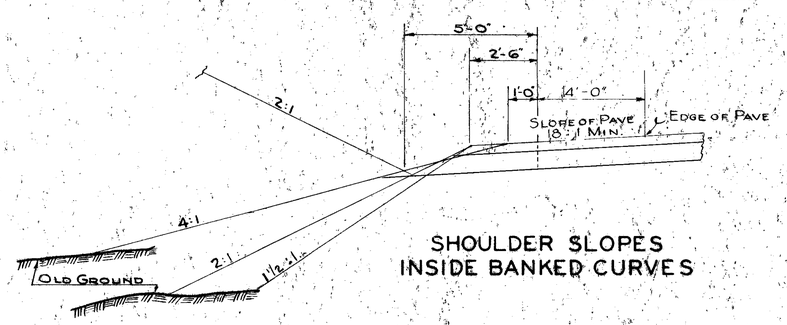
TYPICAL SECTION OF IMPROVEMENT

SURFACE TREATED GRAVEL

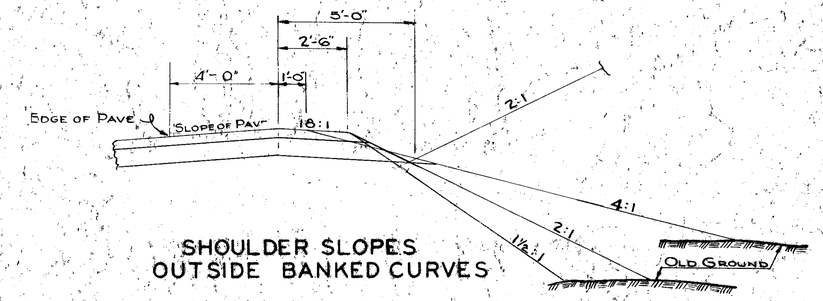
FOR LOCATION OF ALL DETAILS SEE SHEETS 16-24

SCALE: 3/8"=1'-0"

A-Line & B-Line



SHOULDER SLOPES
INSIDE BANKED CURVES



SHOULDER SLOPES
OUTSIDE BANKED CURVES

GENERAL NOTES

Topsoil shall be removed as ordered, for its total depth, where encountered 4 feet or less from finished grade.

On abandoned sections of roadway, the old road surface shall be removed, as ordered by the Engineer.

No borrow shall be placed until the excavation is completed, except by written permission of the Engineer.

All existing drives to be retained and regraded as required, except as noted.

All slopes immediately adjacent to buildings shall be improved as shown on Std. I.G.-1, other slopes in cuts ~~with a slope measurement greater than (18) eighteen feet~~ shall be mulched as ordered by the Engineer.

Construct off pavement parking areas and strips, widen shoulders and flatten slopes where economically feasible with unsatisfactory or surplus material as ordered by the Engineer.

For Additional Notes See Sheet No 2

Item 20.1 Class A Asphalt Surface Treatment, 20 feet wide, 1.25 gal per sq. yd. (277.78 gal per 100 lin. ft.) or as ordered, to be applied in three applications of 0.5, 0.25 and 0.5 gals per sq. yd. respectively, the third application will be made only on order of the Construction Engineer.

The Contractor's attention is called to Subdivision 2.04 of the Standard Specifications, Interpretation of Approximate Estimate of Quantities. Attention is further called to the word Ledge or the symbol for Ledge which wherever used on these plans shall be interpreted to mean an indication only of Ledge.

Adjustments of utility covers, shutoffs, or similar structures to the new pavement grade and the moving of utility poles will be done by the owner or his authorized representative, not a part of this contract. The Contractor shall cooperate with the owner in every way to expedite such adjustments.

NOTE BOOKS (USE BOTTOM LINES FIRST)

BOOK NO.	PAGE NO.
"	"
"	"
"	"
"	"
BOOK NO.	PAGE NO.

REVISIONS ~~AFTER PROPOSAL~~

DATE	STA.	TO STA.	DESCRIPTION
4-17-51			Changed Shoulder Slopes from 2:1 to 1:8:1 & Shoulder Constants to Correspond
6-20-51			Mulch Note Revised
12-5-52			Revised General Notes
1-26-53			Class A Bituminous - Removed
7-13-53			Revised General Notes

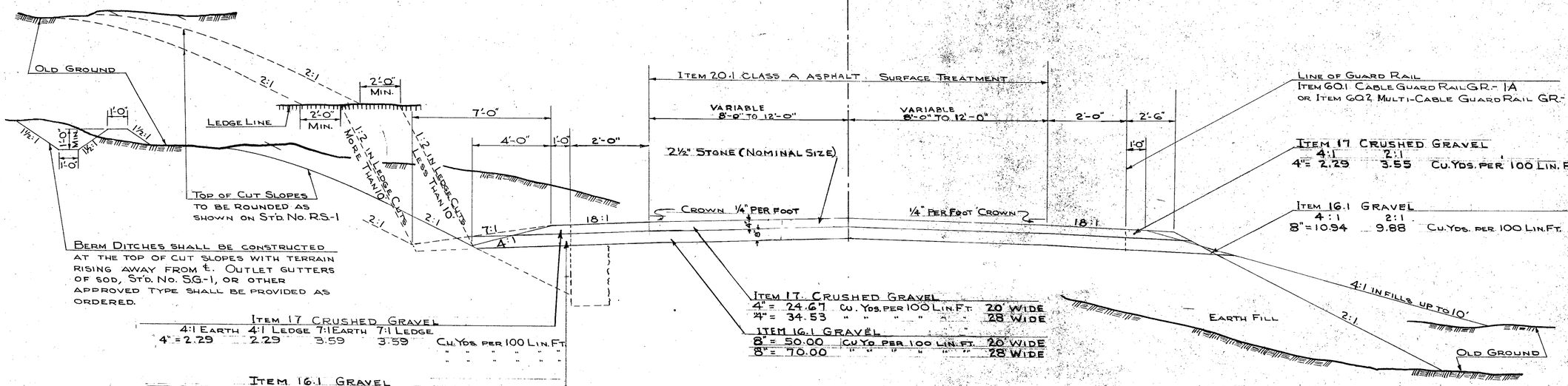
		DATE
PLAN TRACED BY	B.C. Stearns	11-20-50
" CHECKED "	B.H. Langle	" 11-21-50
PROFILE TRACED BY		"
" CHECKED "		
"		
INKED BY	B.C. Stearns	12-1-50
CHECKED BY	E.B. Christensen	2-8-51

PROJ. NO.	SHEET NO.	TOTAL SHEETS
LS 18220	3	181

STANDARD TYPICAL NO. 2

1500-7-45 B.L.M. INC.

FED. ROAD DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	N. H.	LS 1822(1)		4	181



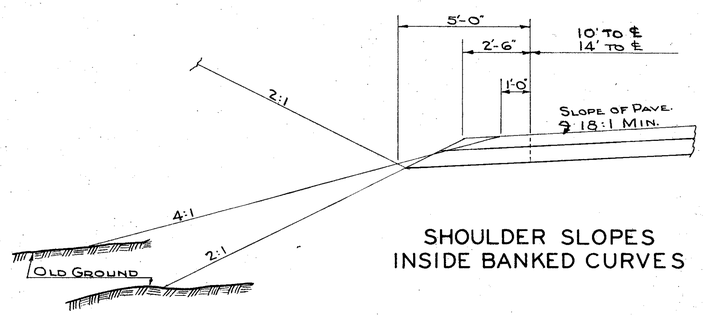
TYPICAL SECTION OF IMPROVEMENT

SURFACE TREATED GRAVEL

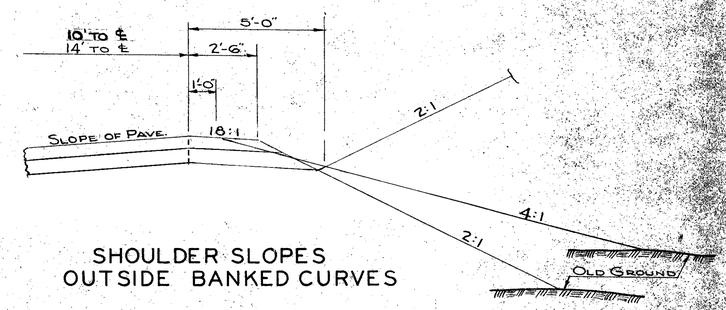
FOR LOCATION OF ALL DETAILS SEE SHEETS 16-24

NOT TO SCALE

STA. 22+00-C - STA. 35+79-C



SHOULDER SLOPES
INSIDE BANKED CURVES



SHOULDER SLOPES
OUTSIDE BANKED CURVES

GENERAL NOTES

TOPSOIL SHALL BE REMOVED AS ORDERED, FOR ITS TOTAL DEPTH, WHERE ENCOUNTERED 4 FEET OR LESS FROM FINISHED GRADE.

ON ABANDONED SECTIONS OF ROADWAY, THE OLD ROAD SURFACE SHALL BE REMOVED, AS ORDERED BY THE ENGINEER.

NO BORROW SHALL BE PLACED UNTIL THE EXCAVATION IS COMPLETED, EXCEPT BY WRITTEN PERMISSION OF THE ENGINEER.

ALL EXISTING DRIVES TO BE RETAINED AND REGRADED AS REQUIRED, EXCEPT AS NOTED.

ALL SLOPES IMMEDIATELY ADJACENT TO BUILDINGS SHALL BE IMPROVED AS SHOWN ON STD. I.S.-1, OTHER SLOPES IN CUTS ~~WITH A SLOPE MEASUREMENT GREATER THAN (16) SIXTEEN FEET~~ SHALL BE MULCHED AS ORDERED BY THE ENGINEER.

CONSTRUCT OFF PAVEMENT PARKING AREAS AND STRIPS, WIDEN SHOULDERS AND FLATTEN SLOPES WHERE ECONOMICALLY FEASIBLE WITH UNSATISFACTORY OR SURPLUS MATERIAL AS ORDERED BY THE ENGINEER.

FOR ADDITIONAL NOTES, SEE SHEET NO 2

ITEM 20.1 CLASS A ASPHALT SURFACE TREATMENT, 16' & 24' FEET WIDE, 1.25 GAL PER SQ. YD. (222.22 GAL. PER 100 LIN. FT. 16' WIDE, - 333.33 GAL. PER 100 LIN. FT. 24' WIDE) OR AS ORDERED, TO BE APPLIED IN THREE APPLICATIONS OF 0.5, 0.25 AND 0.5 GALS PER SQ. YD. RESPECTIVELY, THE THIRD APPLICATION WILL BE MADE ONLY ON ORDER OF THE CONSTRUCTION ENGINEER.

THE CONTRACTOR'S ATTENTION IS CALLED TO SUBDIVISION 2.04 OF THE STANDARD SPECIFICATIONS, INTERPRETATION OF APPROXIMATE ESTIMATE OF QUANTITIES. ATTENTION IS FURTHER CALLED TO THE WORD LEDGE OR THE SYMBOL FOR LEDGE WHICH WHEREVER USED ON THESE PLANS SHALL BE INTERPRETED TO MEAN AN INDICATION ONLY OF LEDGE.

ADJUSTMENTS OF UTILITY COVERS, SHUTOFFS, OR SIMILAR STRUCTURES TO THE NEW PAVEMENT GRADE AND THE MOVING OF UTILITY POLES WILL BE DONE BY THE OWNER OR HIS AUTHORIZED REPRESENTATIVE, NOT A PART OF THIS CONTRACT. THE CONTRACTOR SHALL COOPERATE WITH THE OWNER IN EVERY WAY TO EXPEDITE SUCH ADJUSTMENTS.

NOTE BOOKS (USE BOTTOM LINES FIRST)

BOOK NO.	PAGE NO.
8	4-5
"	"
"	"
"	"
"	"
"	"

REVISIONS ~~AFTER PROPOSAL~~

DATE	STA. TO STA.	DESCRIPTION
4-17-51		CHANGED SHOULDER SLOPES FROM 2:4:1 TO 1:8:1 ℄
6-20-51		MULCH NOTE REVISED
12-5-52		REVISED GENERAL NOTES
1-26-53		CLASS A BITUMINOUS - REMOVED
7-13-53		REVISED GENERAL NOTES

PLAN TRACED BY	B.C. STEARNS	DATE 11-20-50
" CHECKED "	B.H. LANGLEY	" 11-21-50
PROFILE TRACED BY		"
" CHECKED "		
INKED BY	B.C. STEARNS	12-1-50
CHECKED BY	E.B. CHRISTENSEN	2-8-51

PROJ. NO.	SHEET NO.	TOTAL SHEETS
LS 1822 (1)	4	181

STANDARD TYPICAL NO. 2

5-7-45 B.L.H., INC.

FED. ROAD DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	N. H.	LS 1822(1)		5	181

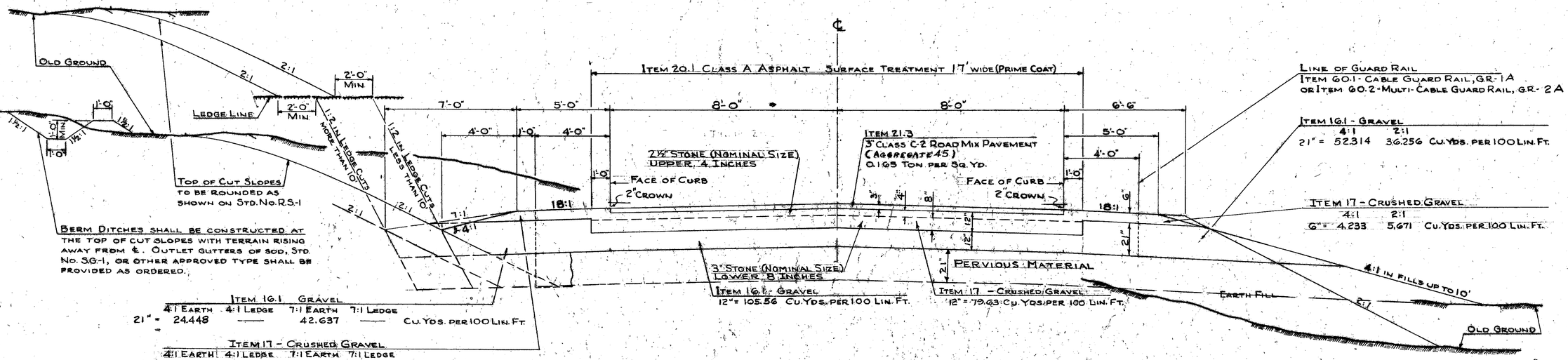
NOTE BOOKS (USE BOTTOM LINES FIRST)

BOOK NO.	PAGE NO.	BOOK NO.	PAGE NO.
" "	" "	" "	" "
" "	" "	" "	" "
" "	" "	" "	" "
" "	" "	" "	" "

REVISIONS AFTER PROGRAM

DATE	STA.	TO STA.	DESCRIPTION
4-17-51			CHANGED SHOULDER SLOPES FROM 2:1 TO 18:1 & SHOULDER CONSTANTS TO CORRESPOND
6-20-51			MULCH NOTE REVISED
12-5-52			REVISED GENERAL NOTES
1-26-53			CLASS A BITUMINOUS - REMOVED
7-13-53			REVISED GENERAL NOTES

PLAN TRACED BY	GAUDREAU	DATE	Nov. 30, 50
" CHECKED "	B. H. LANGLEY	"	DEC. 1, 50
PROFILE TRACED BY			
" CHECKED "			
INKED BY	L. A. WHITE		DEC. 5, 50
CHECKED BY	GAUDREAU		DEC. 6, 50

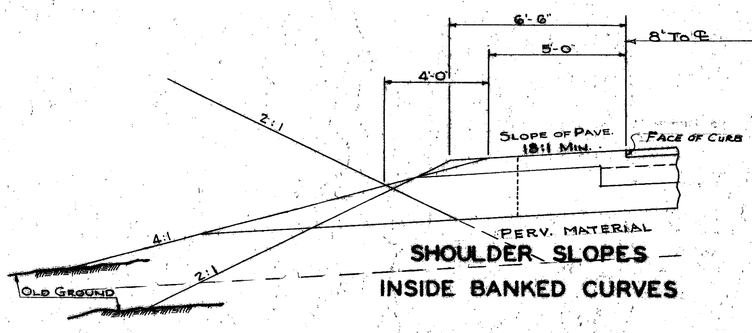


TYPICAL SECTION OF IMPROVEMENT

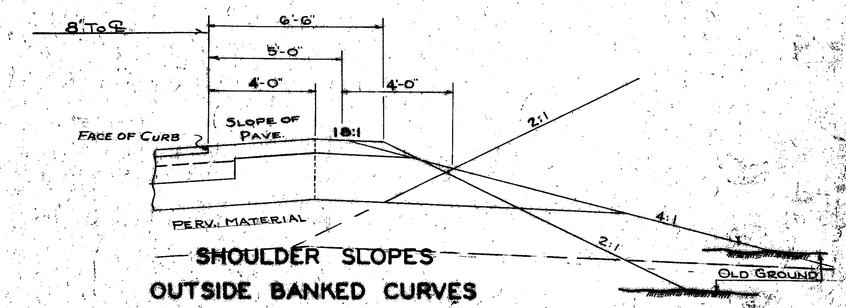
CLASS C-2 ROAD MIX PAVEMENT (AGGREGATE 45)

FOR LOCATION OF ALL DETAILS, SEE SHEETS 16 - 24

NOT TO SCALE
F-LINE & G-LINE



SHOULDER SLOPES
INSIDE BANKED CURVES



SHOULDER SLOPES
OUTSIDE BANKED CURVES

GENERAL NOTES

TOPSOIL SHALL BE REMOVED AS ORDERED, FOR ITS TOTAL DEPTH; WHERE ENCOUNTERED FOUR FEET OR LESS FROM FINISHED GRADE.

ON ABANDONED SECTIONS OF ROADWAY, THE OLD ROAD SURFACE SHALL BE REMOVED, AS ORDERED BY THE ENGINEER.

NO BORROW SHALL BE PLACED UNTIL THE EXCAVATION IS COMPLETED, EXCEPT BY WRITTEN PERMISSION OF THE ENGINEER.

ALL EXISTING DRIVES TO BE RETAINED AND REGRADED AS REQUIRED, EXCEPT AS NOTED.

ALL SLOPES IMMEDIATELY ADJACENT TO BUILDINGS SHALL BE IMPROVED AS SHOWN ON STD. NO. I.S.-1, OTHER SLOPES IN CUTS, ~~WITH A SLOPE MEASUREMENT GREATER THAN SIXTEEN (16) FEET~~ SHALL BE MULCHED AS ORDERED BY THE ENGINEER.

CONSTRUCT OFF-PAVEMENT PARKING AREAS AND STRIPS, WIDEN SHOULDERS AND FLATTEN SLOPES WHERE ECONOMICALLY FEASIBLE WITH UNSATISFACTORY OR SURPLUS MATERIAL, AS ORDERED BY THE ENGINEER.

FOR ADDITIONAL NOTES, SEE SHEET NO. 2

ITEM 20.1 CLASS A ASPHALT SURFACE TREATMENT 17 FEET WIDE, AS A PRIME COAT ON THE FOUNDATION COURSE; 1.25 GALLONS PER SQ. YD. (236.11 GALLONS PER 100 LIN. FT.) OR AS ORDERED, TO BE APPLIED IN 3 APPLICATIONS OF 0.50, 0.25 AND 0.50 GALLON PER SQ. YD. RESPECTIVELY, (THE THIRD APPLICATION WILL BE APPLIED AS ORDERED BY THE CONSTRUCTION ENGINEER.)

ITEM 21.4, ASPHALT CUTBACK FOR C-2 PAVEMENT, 16 FEET WIDE, 2.00 GALLONS PER SQ. YD., 355.55 GALLONS PER 100 LIN. FT.) TO BE APPLIED IN FOUR APPLICATIONS OF 1.00, 0.65, 0.25, AND 0.10 GALLON PER SQ. YD. RESPECTIVELY, OR AS ORDERED.

THE CONTRACTOR'S ATTENTION IS CALLED TO SUBDIVISION 2.04 OF THE STANDARD SPECIFICATIONS, INTERPRETATION OF APPROXIMATE ESTIMATE OF QUANTITIES. ATTENTION IS FURTHER CALLED TO THE WORD LEDGE OR THE SYMBOL FOR LEDGE WHICH WHEREVER USED ON THESE PLANS SHALL BE INTERPRETED TO MEAN AN INDICATION ONLY OF LEDGE.

ADJUSTMENTS OF UTILITY COVERS, SHUTOFFS, OR SIMILAR STRUCTURES TO THE NEW PAVEMENT GRADE AND THE MOVING OF UTILITY POLES WILL BE DONE BY THE OWNER OR HIS AUTHORIZED REPRESENTATIVE, NOT A PART OF THIS CONTRACT. THE CONTRACTOR SHALL COOPERATE WITH THE OWNER IN EVERY WAY TO EXPEDITE SUCH ADJUSTMENTS.

PROJ. NO.	SHEET NO.	TOTAL SHEETS
LS 1822 (1)	5	181

STANDARD TYPICAL NO. 5

FED. ROAD DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	N.H.	LS 1822(1)		6	181

SUMMARY OF QUANTITIES (ESTIMATED)

THIS INFORMATION IS FOR BIDDING PURPOSES ONLY
FOR ADDITIONAL QUANTITIES SEE SHEET NOs 7 & 8

* NOT AN ITEM TOTAL

DRAINAGE SUMMARY

Item No.	6.1	6.2	16.2		32.1	38.14	40.1A	40.1B	40.1C	40.1D	40.1E	40.1F	40.16	40.1H	40.1J A	40.1J B	40.2A	40.2B	40.2C	402B	402E	402F	40.5	40.7	41.2	49.5	532A	532B	532C	532D	535A	535B	537	641A	641B	64.6	66	67	REMARKS
Item	Earth Trench Excavation	Trench Excav.	Gravel Back Fill	Header St'd No.	Class "A" Conc.	Mortar Rubble Masonry	Standard Strength RCP 12"	30"	42"	Extra Strength RCP 24"	30"	48"	Double Extra Strength RCP 24"	30"		BCCMP 18"	84"	Laying R.C. Pipe 12"	15"	18"	24"	30"	48"	6" Cast Iron Pipe W.P.	Copper Service W.P.	Rem. & Rel. 6" W.P.	Rip Rap "F"	Pipe Underdrain 15"	18"	24"	30"	Concrete Sewer Pipe 8"	Underdrain 12"	Bcpcmp Und. 6"	Catch Basin Type B	Catch Basin Type C	Man Holes Std. MH	Granite Curb In Place	Traps St'd No. 7	
Unit	Cu. Yd. 0-10'	Cu. Yd. over 10'	Cu. Yd.		Cu. Yd.	Cu. Yd.	Lin. Ft. 8" Lts.	Lin. Ft. 8" Lts.	Lin. Ft.	Lin. Ft.	Lin. Ft.	Lin. Ft.	Lin. Ft.	Lin. Ft.		L.F.	L.F.	Lin. Ft.	Lin. Ft.	Lin. Ft.	Lin. Ft.	Lin. Ft.	Lin. Ft.	Lin. Ft.	Lin. Ft.	Cu. Yd.	Lin. Ft.	Lin. Ft.	Lin. Ft.	Lin. Ft.	Lin. Ft.	Lin. Ft.	Lin. Ft.	Each Act.	Each Est.	Each Act.	Each Est.	Each Act.	Each Est.	Each	
Location																																							
218+60				PC-4		3.31														132																			
220+02-223+50				—																												356							
220+50-223+58				—																											308								
223+60				UL-3		.32														132													1	1					
223+72-225+80				—																												214							
224+60-226+88				—																											228								
225+80				UL-4		.26																																	
226+90				PC-4		4.82				48											88												1⅝	2					
227+91-231+27				—																											336								
231+29				PC-4		3.31														160													1	1					
232+26-233+98				—																											172								
233+02-236+98				—																												402							
234+00				—																													1	1					
234+02-236+98				—																											296								
237+00				UL-3		.32														140													1⅜	1					
238+02-239+98				—																											196								
237+10-242+26				—																												522							
240+00				—													72																1	1					
241+02-242+98				—																											196								
242+26				UL-4		.26																																	
243+00				—													84																1⅜	1					
244+02-245+98				—																											196								
246+00				—			80																										1	1					
246+25-247+55				PC-8(2)		26.72						128										68																	Construct Outlet Ditch
247+02-248+98				—																											196								Pipe Skewed - Const. Inlet & Outlet Ditch
249+00				—													72																1	1					
250+02-252+46				—																											244								
250+02-255+42				—																												546							
252+48				—																													1	1					
252+50-255+42				—																											292								
255+44				UL-3		.40														152													1⅜	2					Header 2 Wings - Const. Inlet Ditch
255+46-256+98				—																												158							
256+46-258+98				—																											252								
257+76-258+24				—					144																														Pipe Skewed
258+62-260+98				—																												484							
259+00				—																													1	1					
259+02-260+98				—																											196								
261+00				—																													3	3			2		
261+02-263+26				—																											232								
261+02-263+98				—																											296								
261+02-264+34				—																											340								
262+00-279+70				—																			425		1830														
263+26				UL-4		.49																																	
264+00				—														80															1⅛	1					
264+02-267+50				—																											348								
264+32				UL-4		.49																																	
264+58				—											344																								Const. Twin Pipes 172' x 84"
268+48				—													52			80													2	2			1		
268+58-269+98				—																												146							
268+50-269+90				—																												146							
268+50-269+98				—																							148												
269+22				—														96																					
270+00				—													104																3	3			2		
270+02-272+90				—																												588							
270+02-272+98				—																			296																
273+00				—													104																3⅛	3			2		
271+00-277+00 Rt.																								326															"C" Line Rt.
273+02-274+98				—																											196								
273+02-275+90				—																												588							
276+00				—													52	52		56						100							3	3			2		Pave Outlet Slope
276+02-277+98				—																											196	404							
279+00				—													76																1⅜	2					
279+02-280+98				—																											194								
281+48				—				88																									1⅜	1					
281+50-283+98				—																									248										
284+00				—													104																3	3			2		
284+02-286+98				—																				296															
284+80.5-285+03.5				—																						89.0													At Overpass
Sub Totals						40.70	80	88	144	48		128			344		720	228		852	88	68	425	326	1830	90.0	296	148	296	248	3258	1652	4554	34⅜	36			11	

For Totals See Sheet No. 8

Proj. No.	Sheet No.	Total Sh'ts
LS 1822(1)	6	181

Note Books Page No.

Book No.

Proposal

Revisions — Date | Station | After Station

Compiled by Twombley — Drawn — Date 11-6-54
Checked by — Date
Inked by — Date
Checked by — Date

M 8-20-51 179H Vellum Boston Blue Print Company, Boston, Mass.

SUMMARY OF QUANTITIES (ESTIMATED)

THIS INFORMATION IS FOR BIDDING PURPOSES ONLY
FOR ADDITIONAL QUANTITIES SEE SHEET NOS 6 & 8

* NOT AN ITEM TOTAL

FED. ROAD DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	N. H.	LS1822(1)		7	181

DRAINAGE SUMMARY CONT.

Location	6.1 Earth Trench Excavation R Cu. Yd 0'-10'	6.1 Earth Trench Excavation R Cu. Yd Over 10'	6.2 L. Trench Exc. R Cu. Yd	16.2 Gravel Back-Fill Cu. Yd	Header Std No.	32.1 Class "A" Conc. Cu. Yd	38.4 Mortar Rubble Masonry Cu. Yd	40.1-A Standard Strength RCP 12" Lin. Ft. 8' Len.	40.1-B Standard Strength RCP 30" Lin. Ft. 8' Len.	40.1-C Standard Strength RCP 42" Lin. Ft.	40.1-D Extra Strength RCP 24" Lin. Ft.	40.1-E Extra Strength RCP 30" Lin. Ft.	40.1-F Extra Strength RCP 48" Lin. Ft.	40.1-G Double Extra Strength RCP 24" Lin. Ft.	40.1-H Double Extra Strength RCP 30" Lin. Ft.	40.10-A BCCMP 18" L.F.	40.10-B BCCMP 84" L.F.	40.2-A Laying R.C. Pipe 12" Lin. Ft.	40.2-B Laying R.C. Pipe 15" Lin. Ft.	40.2-C Laying R.C. Pipe 18" Lin. Ft.	40.2-D Laying R.C. Pipe 24"	40.2-E Laying R.C. Pipe 30"	40.2-F Laying R.C. Pipe 48"	40.5 6" Cast Iron W.P. Lin. Ft.	40.7 1" Copper Service W.P. Lin. Ft.	41.2 Rem. & Relay 6" W.P. Lin. Ft.	49.5 Rip Rap "E" Cu. Yd	53.2-A Laying R.C. Pipe Underdrain 15" Lin. Ft.	53.2-B Laying R.C. Pipe Underdrain 18" Lin. Ft.	53.2-C Laying R.C. Pipe Underdrain 24" Lin. Ft.	53.2-D Laying R.C. Pipe Underdrain 30" Lin. Ft.	53.5-A Concrete Sewer Pipe Underdrain 8" Lin. Ft.	53.5-B Concrete Sewer Pipe Underdrain 12" Lin. Ft.	53.7 BCPC MPU 6" Lin. Ft.	64.1-A Catch Basin Type "B" Each Act	64.1-A Catch Basin Type "B" Each Est	64.1-B Catch Basin Type "C" Each Act	64.1-B Catch Basin Type "C" Each Est	64.6 Manholes Std MH-1 Each Act	64.6 Manholes Std MH-1 Each Est	66 Granite Curb In. Type "B" Each	67 Traps Std No T-1 Each	Remarks
Sub Totals F'w'd							40.70	80	88	144	48		128				344	720	228	852	88		68	425	326	1830	90	296	148	296	248	3258	1652	4554	34 3/8	35					11		
287+00					—													104																	3	3					2		
287+02-289+98					—																									296													
290+00					—													104																	3	3					2		
290+02-292+98					—																								296														
293+00					—													104																	3	3					2		
293+02-295+98					—																								296														
294+80					—													96																									
296+00					—													104																	3	3					2		
296+02-298+98					—																							296															
299+00					—													104																	3	3					2		
299+02-302+46					—																												344										
302+48					—													104																	3 1/8	3					2		
302+50-304+98					—																											248											
306+00					—															140							1								1	1							Const. Inlet Ditch, Pave Outlet Slope
306+02-309+38					—																							336															
309+40					—										128						84														1	1							
309+42-311+98					—																												256										
312+00					—																														1	1							
312+02-314+98					—																												296										
315+00					—													52																	2 1/8	2					1		
315+02-316+98					—																											196											
318+00					—													124																	1	1					1		
318+02-319+98					—																											196											
321+00					—														116								1								2 3/8	2					1		Pave Outlet Slope
321+02-324+90					—																											388											
322+50-324+84					UL-4		.26																											256									
323+00-325+00					—																																						Construct Ditch Rt.
325+00					PC-4		4.82				36				132						36																						
325+08-328+48					—																											340											
325+16					UL-4		.26																																				
325+16-326+00					—																													90									
328+50					—											108				60															1 3/8	1	1	1					Const. Throat Opening 90° to ℄
328+50-332+00					—																																						Construct Berm Ditch Rt.
328+52-331+48					—																								296														
330+50-331+48					—																													104									
331+50					—															52															2 1/8	2					1		
331+52-334+48					—																								296														
331+58-333+48					—																													196									
333+50					—																														1	1					1		
333+52-335+72					UL-4		.34																									236											
334+50					—															72															1 1/8	1							
335+02-335+98					—																											96											
336+00					—													68																	1	1							
336+02-337+98					—																												196										
338+00					—																														1	1							
338+50					PC-8		6.38					60			88							40																					Wreck Exist. 3'x3' O.S.B. Const. In. Ditch
338+02-339+98					—																											196											
341+00					UL-3		.32													52															1	1							Construct Outlet Ditch
341+02-343+90					—																													296									
341+02-343+98					—																								296														
344+00					—													52																	2 3/8	3					1		
344+02-346+98					—																								296					304									
346+20-346+66					—																																						Retain Exist. 12" V.C.P.
346+66					—																																		1	1			
346+66-348+04					—															216																							Wreck & Remove Exist. 12" V.C.P.
347+00					—																														1	1							
347+02-349+98					—																							296															
347+45					—																																						Wreck & Abandon CB Rt. 59'
347+78					—																																						" " " " Rt. 50'
347+46					—																									3					1	1						1	
348+04					—																																		1	1			
350+00					—																														1	1							
350+02-352+98					—																							296															
350+76					UL-4		.65																																				
350+78-352+90					—																													218									
Sub Totals							53.73	80	88	144	84	60	128	260	88	108	344	1736	344	1444	208	40	68	425	326	1830	92	1520	1924	592	248	5154	2744	6018	74 3/8	75	1	1	2	2	29	1	

For Totals See Sheet No. 8

PROJ. NO.	SHEET NO.	TOTAL SH'TS
LS1822(1)	7	181

NOTE BOOKS — BOOK NO. — PAGE NO.

REVISIONS AFTER PROPOSAL — DATE — STATION — DESCRIPTION

COMPILED BY TWOMBLEY — DROUIN DATE 11-6-54
CHECKED BY DATE
INKED BY DATE
CHECKED BY DATE

M 8-30-51 179H Vellum Boston Blue Print Company, Boston, Mass.

FED. ROAD DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	N. H.	LS 18220		8	181

REVISED AFTER PROPOSAL

Date 2-10-55

SUMMARY OF QUANTITIES (ESTIMATED)

THIS INFORMATION IS FOR BIDDING PURPOSES ONLY
FOR ADDITIONAL QUANTITIES SEE SHEET NO.S 6 & 7

* NOT AN ITEM TOTAL

DRAINAGE SUMMARY CONT.

Item No.	6.1	6.2	16.2		32.1	38.4	40.1A	40.1B	40.1C	40.1D	40.1E	40.1F	40.1G	40.1H	40.1 A & B	40.1 B & C	402A	402B	402C	402 D & E	402 E & F	402 F & G	402 G & H	40.5	40.7	412	495	532A	532B	532C	532D	535A	535B	537	641A	641B	646	66	67
Item	Earth Excavation	Trenching	Trench Fdn.	Gravel Back Fill	Header St'd	Class "A" Conc.	Mortar Rubble Masonry	Standard Strength RCP 12"	30"	42"	Extra Strength R.C.P. 24"	30"	48"	Double Extra Strength RCP 24"	30"	BCCMP 18"	24"	Laying R.C. Pipe 12"	15"	18"	24"	30"	48"	6" Cast Iron W.B.	1" Copper Service W.B.	Rem & Rel 6" W.B.	Rip Rap "E"	Laying R.C. Pipe Underdrain 15"	18"	24"	30"	Concrete Sewer Pipe 8"	Underdrain 12"	BCPCMP Und 6"	Catch Basin Type "B"	Catch Basin Type C	Man Holes Std MH	Granite Curb In Type "B"	Traps St'd No. 8-1
Unit	Cu. Yd. 0-10'	Cu. Yd. over 10'	Cu. Yd.	Cu. Yd.	No.	Cu. Yd.	Cu. Yd.	Lin. Ft. 8' Lts.	Lin. Ft. 8' Lts.	Lin. Ft.	Lin. Ft.	Lin. Ft.	Lin. Ft.	Lin. Ft.	Lin. Ft.	L.F.	L.F.	Lin. Ft.	Lin. Ft.	Lin. Ft.	Lin. Ft.	Lin. Ft.	Lin. Ft.	Lin. Ft.	Lin. Ft.	Lin. Ft.	Cu. Yd.	Lin. Ft.	Lin. Ft.	Lin. Ft.	Lin. Ft.	Lin. Ft.	Lin. Ft.	Each Act. Est.	Each Act. Est.	Each Act. Est.	Each Act. Est.	Each
Location																																							
Sub Totals F'w'd.						5373	80	88	144	84	60	128	260	88		108	344	1736	344	1444	208	40	68	425	326	1830	92	1520	1924	592	248	4722	2744	6018	74 75	1 1	2 2	29	1
353+00				—																															2 2				
353+02 - 355+90				—														48																				1	
353+02 - 355+98				—																														296					
355+74 - 357+86				—																								296											
355+74 - 357+86				—														200																					
356+00				—																															2 2				
356+02 - 358+18				—														48																224				1	
356+02 - 358+98				—																												296							
357+86				—																																1 1			
357+86				—																																1 1			
357+86				—																																			
357+86 - 357+86				—																190																			
357+86 - 357+86				—																																			
359+00				—																															1 1				
359+02 - 361+98				—																												296							
360+00				—																168																			
361+00 - 362+00				—																																			
362+00				—																															1 1				
362+02 - 364+98				—																												296							
363+00				—														48																	1 1				
364+50				—																84																			
365+00				—																																1 1			
365+02 - 366+98				—																												196							
367+00				—																192																			
"A" LINE																																							
17+50				—																																			
27+50				PC-4		3.31														56																			
31+00				PC-8(2)		12.76					36											32																	
33+50 - 34+35				—																																			
5+50 B				—														76																					
4+50 E				—																																			
~~0+04F~~				—																								1											
~~0+10F~~				—		0.25																														1 1			
~~0+96F - 0+48F~~				—																																			
~~0+12F - 0+48F~~				—																								44 ~~36~~											
0+50F				—														100 ~~56~~																	3 3			2	
0+52F - 3+48F				—																												296							
3+50F				—														48																	3 3			2	
6+50 - 8+00				—																																			
7+00				—														60																	1 1				
G LINE																																							
6+00				—																																			
Slope Protection	230																																						
Bridge - 2+50.89B - 4+19.56B						325																																	
Sub Totals	13 ~~823~~	1,300	1,168			325.25	69.80	80	88	144	84	96	128	260	88	108	344	2364 ~~2369~~	344	2134	208	72	68	425	326	1830	93	1860 ~~1852~~	1924	592	248	5350	3028	6538	86 ~~85~~	1 1	6 6	35	1
Estimated	~~877~~	—	832	500		4.75	.20	—	—	12	8	8	12	24	12	12	—	136	24	140	24	8	12	15	14	20	7	148	126	24	12	102	272	112	1	4 1	1 1	2	1
Totals	16,000	1200	500			330	70.00	80	88	156	92	104	140	284	100	120	344	2500 ~~2496~~	368	2274	232	80	80	440	340	1850	100	2008 ~~2000~~	2050	616	260	5452	4200	6650	93	2	7	37	2

REMARKS

- Abandon Exist. 12" V.C.S.P.
- Wreck & Remove Exist Man Hole
- Wreck & Remove 76' x 12" V.C.S.P.
- Construct Ditch Rt.
- Construct Curb Outlet Rt.
- Construct Curb Outlet Rt.
- Construct Curb Outlet Rt.
- Construct Outlet Ditch
- Construct Outlet Ditch
- Construct Inlet & Outlet Ditch
- Construct Ditch Rt.
- Const. Inlet & Outlet Ditch, Conv. Sod Gutter at End of Natural Gully on Turnpike Slope.
- Pave Outlet Slope
- Curb Outlet Lt. & Rt.
- Const. Curb Opening Median
- Const. Curb Outlet Lt.
- Construct Ditch Lt.
- Const. Curb Opening @ Median
- Const. Curb Outlet Rt.

Revisions	Date	Station	Description
After Proposal	2-10-55	0+04 F	0+50 F Drainage

Note Books — Book No. — Page No.

Revisions — Date — Station — Description

Designed by Twombley — Drawn C. French R. Drown — Date 11-6-54
Checked by — Date
Traced by — Date
Checked by — Date

Proj. No.	Sheet No.	Total Sh'ts
LS 18220 (1)	8	181

M 8-30-51 179H Vellum Boston Blue Print Company, Boston, Mass.

SUMMARY OF QUANTITIES (ESTIMATED)

THIS INFORMATION IS FOR BIDDING PURPOSES ONLY
FOR ADDITIONAL QUANTITIES SEE SHEET NO.

* NOT AN ITEM TOTAL

PROJ. NO.	SHEET NO.	TOTAL SHEETS
LS 18220	9	181

*2 REVISED AFTER PROPOSAL Date MAY 17, 1955

*1 REVISED AFTER PROPOSAL Date 2-10-55

ITEM 1
CLEARING & GRUBBING

UNIT ACRE

LOCATION	
217+00 - 222+30 RT. & LT.	1.86
223+60 - 226+16 RT. & LT.	.94
226+84 - 227+75 RT. & LT.	.16
227+26 - 227+78 RT. & LT.	.09
233+26 - 233+91 RT. & LT.	.23
241+28 - 253+00 RT. & LT.	3.87
255+08 - 262+23 RT. & LT.	2.71
262+61 - 264+54 RT. & LT.	.86
267+47 - 268+00 RT. & LT.	.21
268+00 - 269+52 RT. & LT.	.32
269+52 - 269+85 RT.	.06
275+73 - 279+00 LT.	.19
279+00 - 281+62 LT.	.28
282+10 - 285+15 LT.	.13
284+86 - 286+86 RT.	.47
286+86 - 288+10 RT.	.14
288+10 - 290+42 RT.	.32
290+42 - 291+20 RT.	.17
291+20 - 292+36 RT.	.12
290+42 - 292+50 LT.	.14
292+64 - 293+83 RT.	.06
294+00 - 295+65 LT.	.16
296+10 - 296+50 LT.	.03
296+30 - 298+80 RT.	.45
298+90 - 302+42 LT.	.57
298+82 - 307+52 RT.	1.64
302+42 - 307+52 LT.	1.21
307+52 - 316+75 LT. & RT.	3.92
316+75 - 326+00 LT. & RT.	3.33
326+00 - 335+00 LT. & RT.	2.58
335+00 - 343+00 LT. & RT.	2.56
343+00 - 347+08 LT. & RT.	1.11
347+32 - 350+84 LT.	.32
347+52 - 350+35 RT.	.42
352+00 - 354+45 LT.	.30
352+80 - 354+54 RT.	.26
356+14 - 359+08 LT.	.58
357+60 - 359+08 RT.	.27
359+50 - 363+70 LT.	.53
359+66 - 364+05 RT.	.45
364+44 - 364+73 LT.	.05
364+42 - 364+70 RT.	.08
366+00 - 366+15 LT.	.01
368+17 - 368+50 LT.	.01

LINE "A" (WEST OF CUSHING RD.)

13+40A - 13+75A	LT.	.01
13+55A - 17+06A	RT.	.15
15+98A - 17+00A	LT.	.09
17+96A - 19+76A	LT.	.06
24+72A - 29+66A	LT.	.35
24+72A - 29+77A	RT.	.51
31+02A - 32+24A	LT.	.12
31+02A - 32+22A	LT.	.12
32+80A - 35+72A	LT.	.23
32+65A - 37+56A	RT.	.44

LINE "E" (WEST OF CUSHING RD.)

34+70E - 38+96E	RT.	.38
36+30E - 38+96E	LT.	.29

LINE "F"

0+86F - 2+30F	LT.	.05
4+50F - 5+40F	LT.	.03

SUB TOTALS 37.00

ITEM 2
REMOVING TREES

ITEM No.	2.1 REMOVING SMALL TREES EACH	2.2 REMOVING LARGE TREES EACH
268+50 RT.	1	
268+77 LT.	1	
271+72 RT.	1	
294+30 RT.	1	
294+35 RT.	1	
295+05 LT.	1	
295+23 RT.		1
295+24 RT.	1	
295+38 RT.		1
295+66 RT.	1	
295+84 RT.	1	
365+68 RT.		1
365+80 RT.	1	
366+00 RT.		1
366+60 ℄	1	
366+61 LT.		1
366+80 LT.	1	
CENTRAL AVENUE (EAST SIDE)		
11+44 LT.	1	
11+66 LT.		1
12+18 LT.		1
12+57 LT.		1
12+97 LT.		1
13+35 LT.		1
TOTALS	13	10

ITEM 1
CLEARING & GRUBBING (CONT.)

UNIT ACRE

LOCATION	
SUB TOTAL - FORWARD	37.00
LINE "C"	
25+00C - 31+00C LT. & RT.	.69
31+00C - 35+79C LT. & RT.	.72
SUB TOTALS	38.41
ESTIMATED	1.59
TOTALS	40.00

CURB SUMMARY

ITEM No.			56.5		56.6	56.7	56.8				
ITEM			STRAIGHT GRANITE CURB C		CURVED GRANITE CURB C	STRAIGHT GRANITE CURB D	CURVED GRANITE CURB D	END STONE Z	ROUND END STONE	RADIUS	MARK
UNIT	ISLAND No.		SQ. JTS. LIN. FT.	RAD. JTS. LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	EACH	EACH	FEET	
284+58.5 - 284+78.5	7	RT.				20				110	7-A
284+68.5 - 284+68.5	16	LT.					12.5			4	6-D
284+68.5 - 285+15.5	6	LT.				47					6-A
284+68.5 - 285+15.5	6	RT.				47					6-C
284+78.5 - 285+05.5	8	LT.				27			1		8-A
284+78.5 - 285+05.5	7	RT.				27			1		7-B
285+05.5 - 285+25.5	8	LT.				20				110	8-B
285+15.5 LT. 285+15.5	6	RT.					12.5			4	6-B
362+56 - 366+88.1	1	RT.	4491					2		1476	1-B
366+88.1 M.S. - 7+~~21.5~~ 19.7 G	1	RT.		13.6						5	1-C
364+23 - 366+21 MS	13 *	LT.				192.5				—	13-A
~~12+22.5 LT. CENTRAL AVE - 0+23 F~~	4	LT.		~~12.3~~			12.2			5	4-A
~~11+24.5 - 13+41 CENTRAL AVE~~	4	LT.	~~15.5~~			15.5					4-F
~~12+25.5 - 13+41 CENTRAL AVE~~	4	LT.		~~15.7~~			15.7			10	4-E
~~12+97 LT. CENTRAL AVE - 0+23.5 F~~	5	RT.		~~15.7~~			15.7			10	5-A
~~12+99 LT. CENTRAL AVE - 0+24 F~~	5	LT.	~~15.5~~			10.5					5-F
~~13+08 - 13+41 CENTRAL AVE~~		LT.									
11+44 LT. CENTRAL AVE - 1+19.5 F	3	LT.	~~162.8~~			168.1		~~2~~		100	3-A
~~11+44 LT. CENTRAL AVE - 1+19.5 F~~		LT.									
~~0+00 F - 1+19.5 F~~		RT.									
0+29 F - 1+13 F		RT.									
~~12+06 LT. CENTRAL AVE - 1+13 F~~	2	RT.	~~161.1~~			103.5		~~2~~		100	2-C
~~0+00 F - 1+19.5 F~~		RT.								~~118~~	
0+84 F - 0+48 F	4	LT.	~~27.3~~			26.7				~~115~~	4-B
~~0+43.5 F - 0+48 F~~		LT.									
0+23 F RT. - 13+08 CENTRAL AVE	5	LT.		~~11.6~~			12.2			5	5-E
~~0+23.5 F RT. - 13+11.5 CENTRAL AVE~~		LT.									
0+23.5 F - 0+40 F	4	LT.	~~16.~~			16.0					4-D
~~0+24 F - 0+40 F~~		RT.									
0+24 F - 0+34 F	5	RT.	~~13.~~			10.5					~~5-B~~
~~0+24 F - 0+34 F~~		RT.									
0+27F - 0+29F	1	RT.			6.3					2	1-K
0+29F - 3+37.9F	1	RT.	309.9					2			1-J
0+29F - 3+37.9F	1	RT.	309.9					2			1-I
0+34 F - 0+37 F		RT.									
0+33 F - 0+41 F	5	RT.			~~12.9~~		12.2			5	5-C
0+40 F - 0+48 F	4	LT.			~~12.4~~		12.2			5	4-C
0+40 F - 0+37 F		RT.								~~118~~	
0+41 F - 0+50 F	5	RT.	~~26.9~~			21.1					5-D
1+19.5 F - 3+37.9 F	2	RT.	218.4								2-B
1+19.5 F - 2+90 F		LT.	~~192.2~~ 179.2								
1+19.5 F - 3+90 F	3	LT.	~~118.6~~								3-B
2+90F - 3+14F	3	LT.	24.2							150	3-C
1+13F - 1+19.5F	2	RT.				6.5					2-D
0+29 F RT. - 13+14 CENTRAL AVE		LT.									
~~0+19.5 F - 0+50 F~~	2	RT.				44.5				75	2-E
~~0+19.5 F - 0+48.4 G~~		RT.								~~123~~	
3+37.9F - 5+05.5	1	LT.	155.4					2		~~152~~	1-G
3+37.9F - 5+05.5	1	RT.	159.3					2		~~103~~	1-H
3+37.9F - 7+11.996	2	RT.	423.2					6		~~142~~ 143	2-A
5+05.5F - 6+91.2F	1	RT.	191.9							268	1-E
6+93.2F - 9+58.5F	1	RT.	266.3					2			1-F
361+035 - 366+21 MS	14 *	RT+LT				1034.2				—	14-A
9+58F RT. - 362+56 M.S.	1	RT.		14.8	~~14.8~~					5	1-A
~~9+58.5 - 7+11.96~~	1	LT.	238.2							159	1-D
2+23.4B - 2+50.9B	9	LT.				28				110	9-A
2+23.4B - 2+50.9B	10	RT.				28				110	10-A
4+19.6B - 4+47.1B	11	LT.				28				110	11-A
4+19.6B - 4+47.1B	12	RT.				28				110	12-A
361+035 RT. - 361+05. M.S.	14 *	LT.					8.7			5	14-B
SUB TOTALS			2988	28.4	6.3	1329.8 ~~782.5~~	113.3 ~~105.8~~	18			
			3367.3	68.9	14.6.4	300	25	22	2		
ESTIMATED			101.2	1.6	1.7	29.4 ~~27.1~~	5.1 ~~4.8~~				
			132.7	~~1.1~~	~~1.6~~	20	5	—	—		
TOTALS			3050		8.	1330 ~~750~~	120 ~~110~~	18			
			~~3500.~~		~~18~~	320	30	22	2		

* ADDITIONAL TYPE D CURB (5-17-55)

SUMMARY OF BRIDGE QUANTITIES

ITEM No.	18.3	24.2	32.1	35	36.1	36.2	44	47	56.9
ITEM	UNCLASS. STRUCTURE EXCAVATION	TYPE I-1 HOT ASPHALTIC CONC. WEAR COURSE	CONCRETE CLASS A	REINFORCING STEEL	STRUCTURAL STEEL	BRIDGE SHOES	BRIDGE RAILING FREE	MEMBRANE WATERPROOF	STR. GRANITE CURB (BRIDGE)
UNIT	C.Y.	TON	C.Y.	LBS.	LBS.	UNIT	LIN. FT.	S.Y.	LIN. FT.
2+50.89B 4+19.56B									
TOTAL	200	52	*325 SEE SHEET No. 8	36,572	83,000	1	320.3	440	333

NOTE BOOKS
BOOK NO. PAGE NO.

C.B. FRENCH
T. POSTAL
R. BROWN
C. FRENCH

DESCRIPTION
CURB REVISIONS
COMPUTATIONS
NOTES ADDITIONAL TYPE D CURB

REVISIONS AFTER PROPOSAL

	DATE	STATION	
1	2-10-55	CENTRAL AVENUE & F-LINE	361+03.5 366+21
2	5-17-55		

COMPILED BY TWOMBLY & BROWN DATE
CHECKED BY DATE
PAGED BY DATE
PROOFED BY DATE

Form 1-20-53 12M Vellum Boston Blue Print Company, Boston, Mass.

SUMMARY OF QUANTITIES (ESTIMATED)

THIS INFORMATION IS FOR BIDDING PURPOSES ONLY
FOR ADDITIONAL QUANTITIES SEE SHEET NO. 7
SUMMARY ALL ITEMS TOTAL

REVISED AFTER PROPOSAL

FED. ROAD DIV.		STATE	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
		LS		10	181

REVISED AFTER PROPOSAL

Date JANUARY 3, 1955

SURFACING MATERIALS

ITEM No.	16.1	16.3	17	20.1	21.3	21.4
ITEM	GRAVEL	GRAVEL OVERHAUL	CRUSHED GRAVEL	CLASS A ASPH. SURF. TREAT.	CLASS C-2 RD. MIX. PAVE (AGGREGATE 45)	ASPH. CUTBACK FOR C-2 PAVE.
UNIT	C.Y.	C.Y.M.	C.Y.	GAL.	TON	GAL
ROADWAY	58,168		33,106	109,417	13,332	161,600
SHOLDERS	27,270	92,000	4,848	50,500		
SERVICE RDS. DRIVES & APPR.	13,353	27,250	3,854	18,861	702	8,503
SUB TOTALS	98,791	119,250	41,808	178,778	14,034	170,103
ESTIMATED	10,209	50	4,192	222	16	897
TOTALS	109,000	119,300	46,000	179,000	14,050	171,000

SLOPE PROTECTION

ITEM No.	6.1	69	80	81	84
ITEM	EARTH TRENCH EXCAV-R	CURB BOARD	LOAM 4" DEEP	SOD	MULCH
UNIT	CU. YD.	LIN. FT.	SQ. YD.	SQ. YD.	SQ. YD.
LOCATION					
BERM DITCHES	230		200	200	
SLOPES		4000	140	140	128,000
TOTAL	* 230	4000	* 340	* 340	128,000
	SEE SHEET No. 8				

EARTHWORK SUMMARY

UNIT		CU. YD.
EARTH EXCAVATION SECTIONS	345,475	7 ~~345,486~~
MUCK EXCAVATION		485
TOPSOIL EXCAVATION		676
SERVICE RDS. DRIVES & APPR ROADS EXCAV. (EARTH)		26054
TOTAL EARTH EXCAVATION	372,690	~~374,701~~
EARTH EXCAVATION FOR ESTIMATE ITEM 5.1		375,000
SURPLUS TRENCH EXCAV. (EARTH)		200
EARTH EXCAV. FOR EARTH FILL	372,405	~~374,416~~
LEDGE EXCAV. IN SECTIONS (SOLID)		20,068
LEDGE EXCAV. OVERBREAKAGE (EST.)		1,269
TOTAL LEDGE EXCAVATION		21,337
LEDGE EXCAV. FOR ESTIMATE ITEM 5.2		22,000
SOLID LEDGE EXPANDED 20%		24,082
BOULDER LEDGE OVERBREAKAGE		1,269
SURPLUS TRENCH EXCAVATION (LEDGE)		400
LEDGE FOR FILL		25,751
SECTIONS FILL	347,830	~~344,860~~
TOPSOIL REPLACEMENT	668	~~676~~
MUCK REPLACEMENT		485
DRIVE & RD. APPROACH FILL & BERM		42,777
TOTAL FILL	391,760	~~388,798~~
LEDGE FOR FILL		25,751
TOTAL EARTH FILL	366,009	~~363,047~~
SHRINKAGE FACTOR 20%		
EXPANDED EARTH FILL	457,511	~~453,808~~
EARTH FOR FILL	372,405	~~374,416~~
TOTAL EARTH BORROW	85,106	~~79,393~~
EARTH BORROW FOR EST. ITEM 11.1		85,000
WASTE (MUCK ETC.)		485

LANDSCAPING

ITEM No.	3	80	81	82	83
ITEM	REMOV. ABAND RD. SURFACE	LOAM 4" DEEP	SOD	FERTILIZER	GRASS SEED
UNIT	SQ. YD.	SQ. YD.	SQ. YD.	LB.	LB.
ESTIMATED	700	46,715	2502	12800	530
SLOPE PROTECTION		340	340		
TOTAL	700	47,100	3,900	12,800	530

GUARD RAIL SUMMARY

ITEM No.	60.2	60.1	61.1		62
ITEM	MULTI-CABLE GUARD RAIL	CABLE GUARD RAIL	ANCHORAGES REG.	MULT.	POST MARKERS
UNIT	STD. GR-2A	STD. GR-1A	EACH	EACH	EACH
LOCATION	LIN. FT.	LIN. FT.			
217+00 - 220+50 LT	350				2
226+50 - 230+50 LT	400				2
243+90 - 246+35 LT	245				2
246+35 - 248+75 RT	240				2
263+50 - 267+25 LT	375				2
264+50 - 268+75 RT	425				2
278+50 - 281+50 LT	300				2
306+25 - 310+75 LT	450				2
308+75 - 310+75 RT	200				2
316+50 - 332+25 LT	1575				4
334+25 - 347+50 LT	1325				4
347+25 - 338+75 RT	150				2
349+50 - 351+50 LT	200				2
347+50 - 348+00 RT (347+75 OCC)					
348+00 - 349+50	180				2
356+50 - 368+50 LT	1200				4
13+75A - 17+25A LT	350				2
14+25A - 16+25A RT	200				2
24+75A - 27+75A LT	300				2
29+75A - 35+25A LT	550				2
29+75A - 33+25A RT	350				2
36+36A - 2+49B RT	75				1
2+49B - 34+70E RT	75				1
4+21B - 4+96B RT	75				1
4+21B - 4+96B LT	75				1
41+40E - 43+25E LT	185				2
33+50C - 34+50C RT		100		2	
SUB TOTAL	9,850	100		2	54
ESTIMATED	150	—		—	12	180
TOTAL	10,000	100		66	180

ITEM 15
FINE GRADING

UNIT	SQ. YD.
LOCATION	
ROADWAYS	276,779
SERVICE RDS. DR. & APPR. RDS.	47,652
DITCHES	1,000
SUB-TOTAL	325,431
ESTIMATED	32,569
TOTAL	358,000

REFLECTORIZED DELINEATORS

(NOT A PART OF THIS CONTRACT)

UNIT	EACH
ESTIMATED	580

ITEM 72
2" ASPHALT SIDEWALK

UNIT	S.Y.
SUB. TOTAL	35
EST.	5
TOTAL	40

ITEM 74
STOCK WIRE FENCE

UNIT	LIN. FT.
TOTAL	26,800

ITEM 77
UNIFORMED OFFICERS

UNIT	HOURS
TOTAL	500

ITEM 86
WATER

UNIT	UNITS
TOTAL	7,100

ITEM 912
BOUNDS (SETTING)

UNIT	EACH
TOTAL	112

ITEM 121
STOP SIGNS

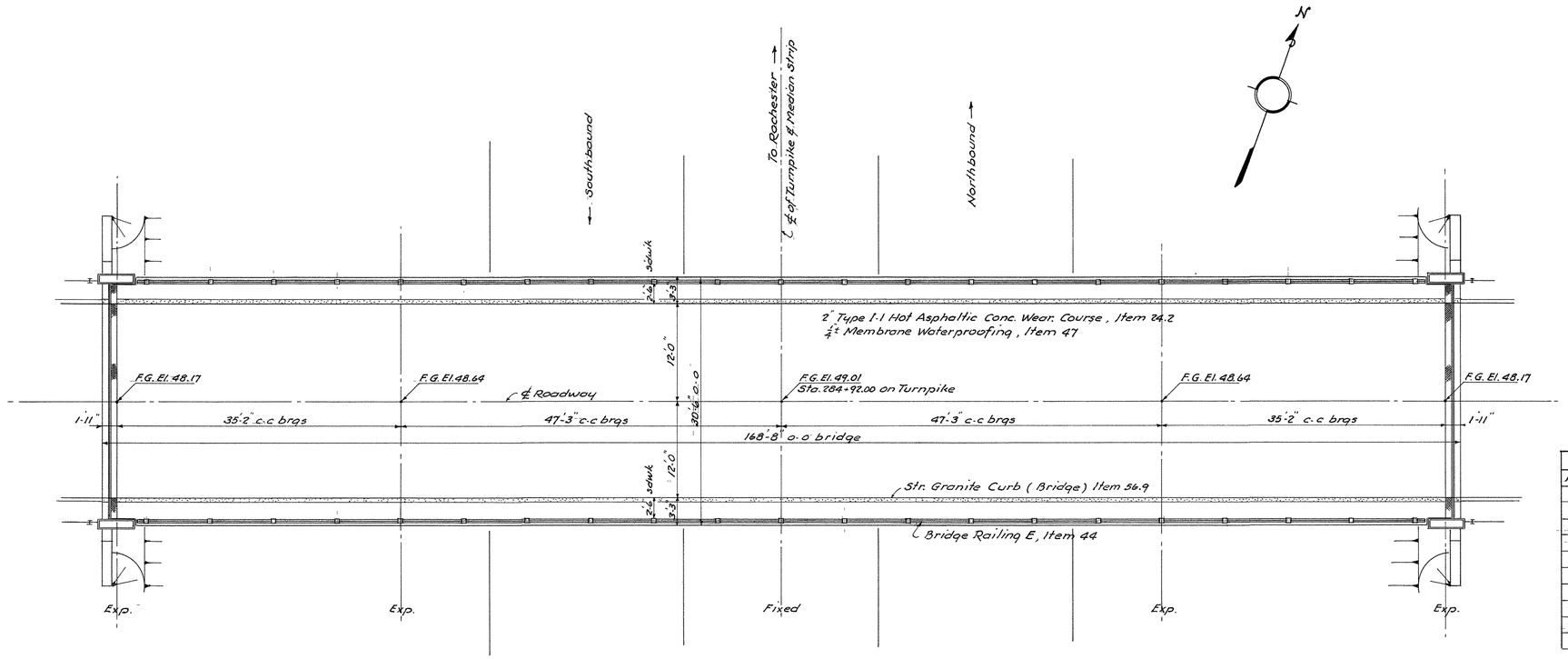
(WILL BE ERECTED BY STATE FORCES NOT A PART OF PROJECT.)

UNIT		EACH
LOCATION		
0+15F	LT.	1
0+25F	LT.	1
17+30C	LT.	1

EARTHWORK QUANTITIES REVISED — STA. 319+50 TO 320+50 — FRENCH
1-3-55 320+00
TYCOMBLEY - DROUIN
11-12-54

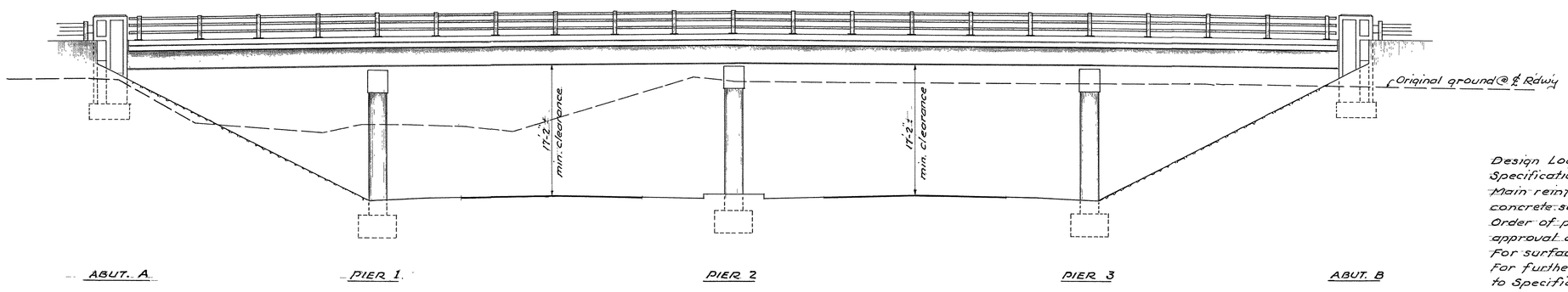
PROJ. NO.	SHEET NO.	TOTAL SHTS
LS 1822(1)	10	181

FED. ROAD DIV. NO.	STATE	PROJ.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	N. H.				



SUMMARY OF BRIDGE QUANTITIES

ITEM NO	DESCRIPTION	QUANTITY	
8.3	Unclass. Structure Excavation	200	c.y.
24.2	Type I-1 Hot Asphaltic Conc. Wear. Course	52	Ton
32.1	Concrete Class A	325	c.y.
35	Reinforcing Steel	36,572	Lb.
36.1	Structural Steel	83,000	Lb
36.2	Bridge Shoes	1	Unit
44	Bridge Railing E	320.3	L.F.
47	Membrane Waterproofing	440	S.Y.
56.9	Str. Granite Curb (Bridge)	333	L.F.



GENERAL NOTES

Design Loading: H15-S12
Specifications: A.A.S.H.O. 1953 & N.H.D.P.W.&H 1954.
Main reinforcing steel shall be 2" clear from all concrete surfaces unless otherwise noted.
Order of placing concrete shall meet with the approval of the Engineer.
For surface finish of concrete, see Special Provision.
For further information, see sheet titled "Addenda to Specifications" attached to Proposal.

APPROVED John O. Morton
DEPUTY COMMISSIONER AND CHIEF ENGINEER

DATE 11/16/54

Scale 1/8" = 1'-0"

△	DESCRIPTION	BY	DATE

REVISIONS

STATE OF NEW HAMPSHIRE
DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS
SPAULDING TURNPIKE

TOWN DOVER BRIDGE NO. 160/083
FEDERAL PROJECT STATE PROJECT D-2692-D

OVERPASS AT CUSHING ROAD

GENERAL PLAN & ELEVATION

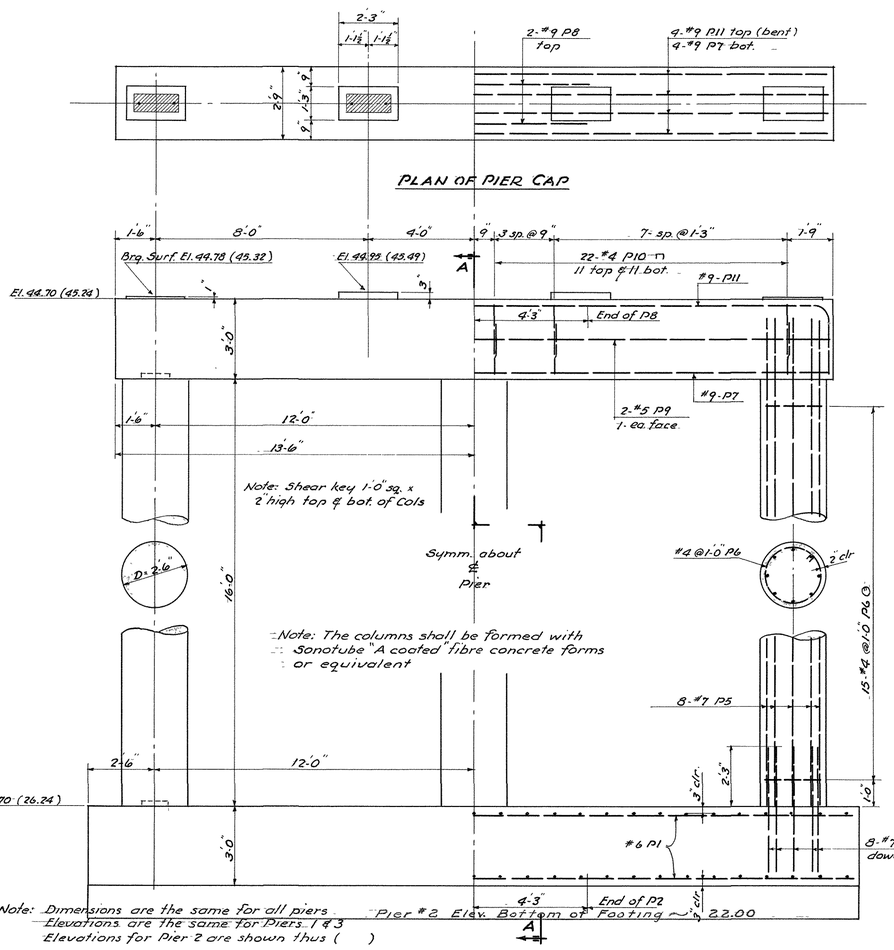
	BY	DATE		BY	DATE
DESIGNED	R.B.B.	10/54	CHECKED		
DRAWN	"	"	CHECKED		
TRACED	W.H.P.	11/54	CHECKED	R.B.B.	11/54
QUANTITIES	R.B.B.	10/54	CHECKED	E.P.S.	10/54

BRIDGE SHEET NO. 1 OF 5

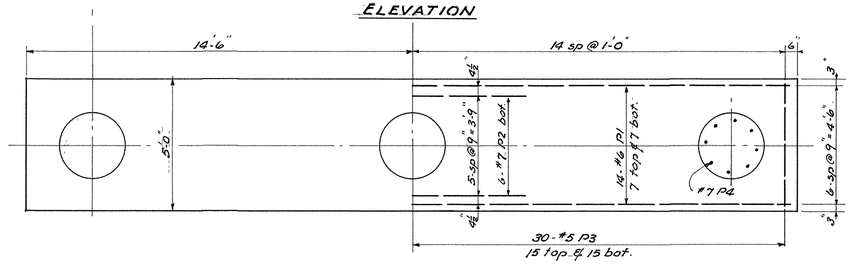
FILE NUMBER D-2

PROJ. NO.	SHEET NO.	TOTAL SHEETS
L.S. 1822 (1)	11	181

FED. ROAD DIV. NO.	STATE	PROJ.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	N. H.				



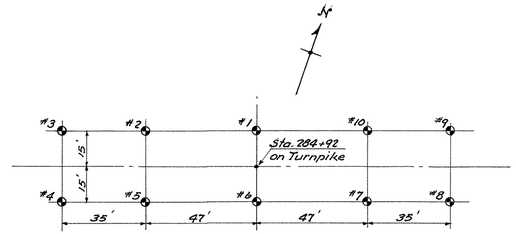
ELEVATION



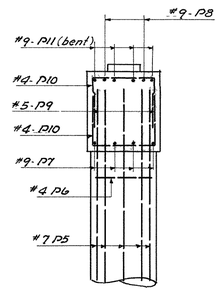
PLAN OF FOOTING

PIERS

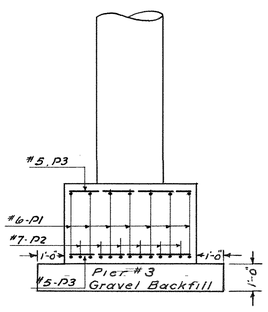
Scale $\frac{1}{8}$" = 1'-0"



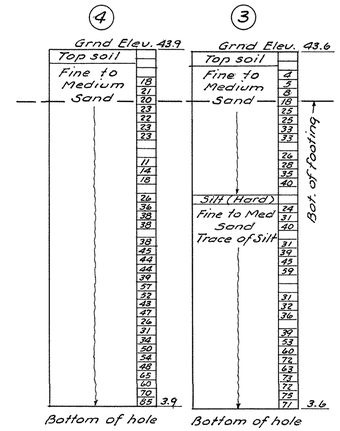
LOCATION OF BORINGS



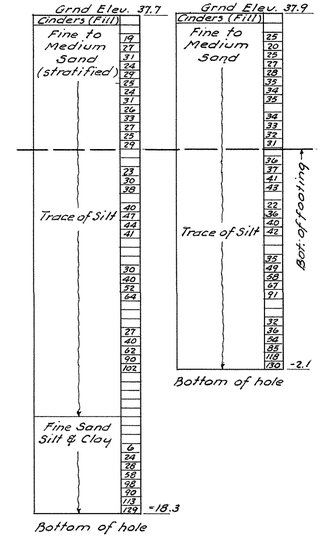
Note: Reinforcement is identical in all 3 piers

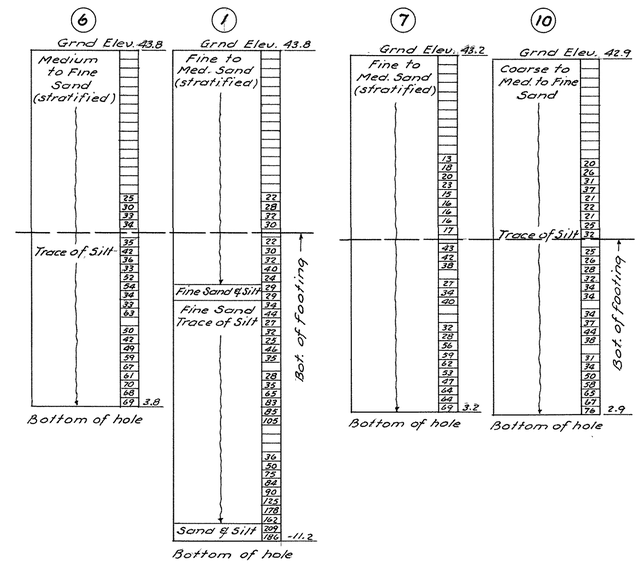


SECTION A-A



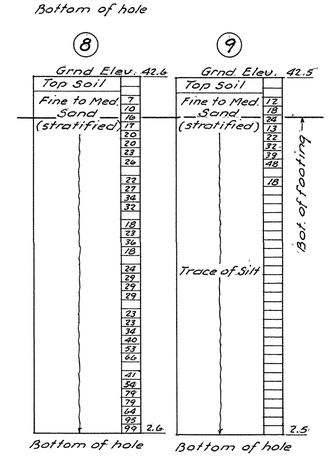
Borings made by NH Dept. Pub. Wks & Hwys. Sept. 1954.
Figures in right hand column indicate number of blows required to drive $1\frac{3}{8}$" O.D. pipe one ft using 135 lb. wt falling two ft.
Borings are for design and show conditions at boring points only and do not necessarily indicate nature of materials to be encountered during construction.





PLOT OF BORINGS

Scale $\frac{1}{8}$" = 1'-0"



ESTIMATE OF PIER QUANTITIES

ITEM NO.	DESCRIPTION	PIER 1	PIER 2	PIER 3	
8.3	Unclass. Structure Excavation	25	20	25	C.Y.
32.1	Concrete Class A	33	33	33	C.Y.
35	Reinforcing Steel	3,437	3,437	3,437	Lb.

△	DESCRIPTION	BY	DATE

REVISIONS

STATE OF NEW HAMPSHIRE
DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS
SPAULDING TURNPIKE

TOWN DOVER BRIDGE NO. 160/083
FEDERAL PROJECT STATE PROJECT D-2692-D

OVERPASS AT CUSHING ROAD

PIERS 1, 2, 3 & BORINGS

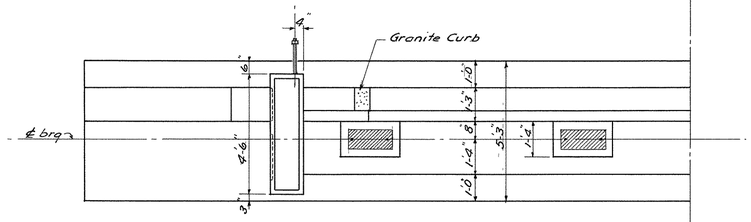
	BY	DATE		BY	DATE
DESIGNED	R.B.B.	10/54	CHECKED	E.P.S.	10/54
DRAWN	"	"	CHECKED	"	"
TRACED	W.H.P.	11/54	CHECKED	R.B.B.	11/54
QUANTITIES	E.P.S.	10/54	CHECKED	R.B.B.	10/54

BRIDGE SHEET NO. 2 OF 5

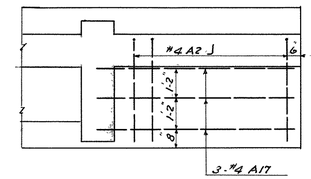
FILE NUMBER D-2

PROJ. NO.	SHEET NO.	TOTAL SHEETS
L.S. 1822 (1)	12	181

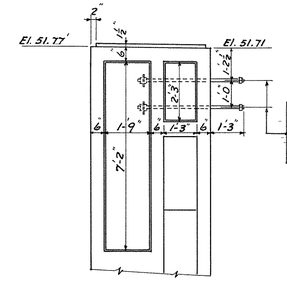
FED. ROAD DIV. NO.	STATE	PROJ.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	N. H.				



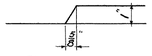
HALF PLAN OF MASONRY



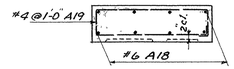
PLAN OF WING FOOTING REINFORCEMENT



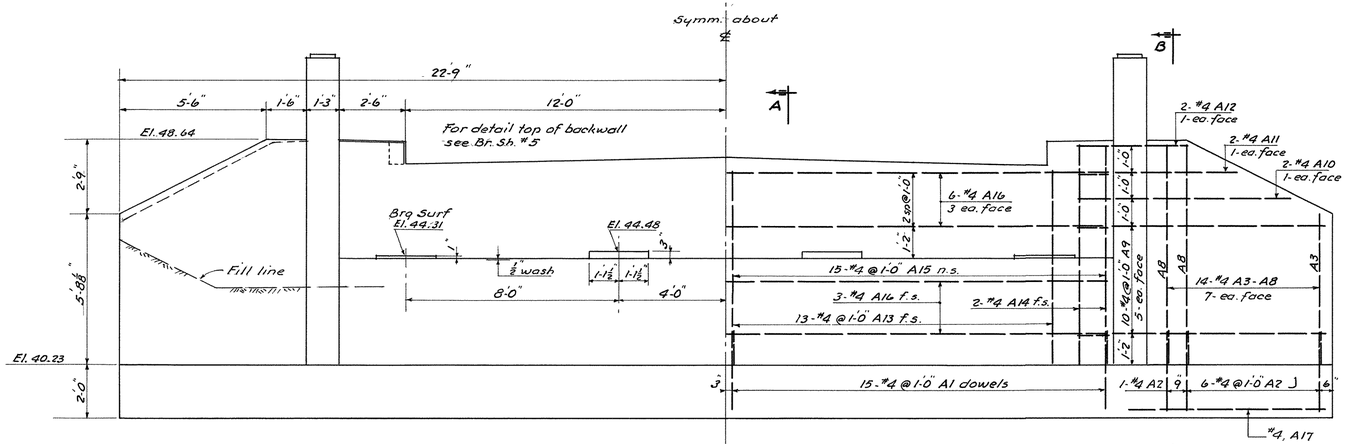
Note: 1¼" ϕ rods 4'-0" long threaded 3" each end, 3 hex. nuts, 2 pl. washers 4x4x¼" each rod. Rods & fittings to be galvanized. Cost to be subsidiary to Item 32.1



SUNK PANEL



OUTSIDE ELEVATION OF END POST

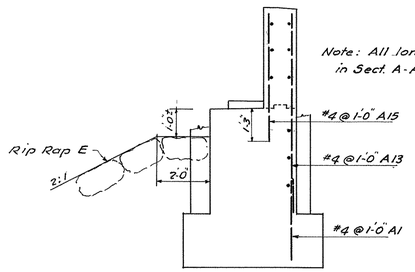


ELEVATION

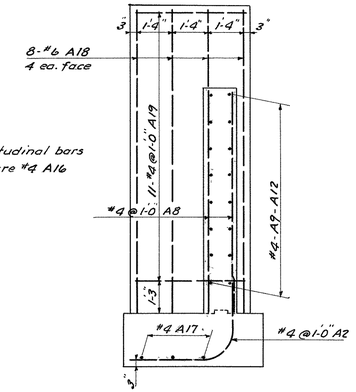
ABUTMENTS

(Both abutments are identical)

Scale ⅜" = 1'-0"

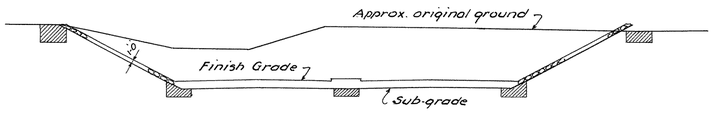


SECTION A-A



SECTION B-B

ESTIMATE OF ABUTMENT QUANTITIES				
ITEM NO	DESCRIPTION	ABUT. A	Abut. B	
8.3	Unclass Structure Excavation	70	60	c.y.
32.1	Concrete Class A	46	46	c.y.
35	Reinforcing Steel	1,293	1,293	Lb.



PAY LIMITS FOR ITEM 8.3

No Scale

Note: The upper limit of Uncl. Str. Excav. shall be the bottom of the roadway excavation for the proposed turnpike or the original ground, whichever is lower.

STATE OF NEW HAMPSHIRE
DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS
SPAULDING TURNPIKE

TOWN DOVER BRIDGE NO. 160/083

FEDERAL PROJECT STATE PROJECT P-2692-D

OVERPASS AT CUSHING ROAD

ABUTMENTS A, B & ITEM 8.3 LIMITS

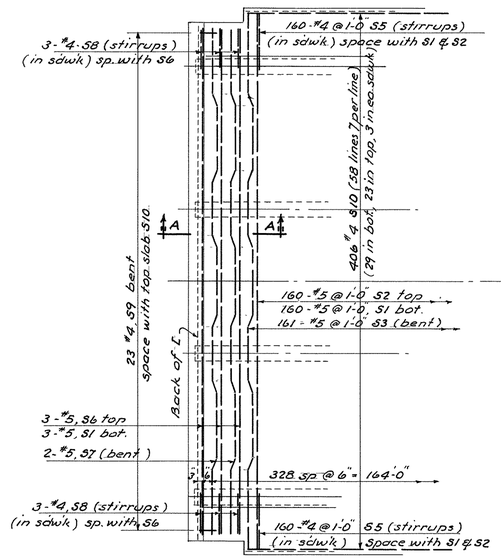
△	DESCRIPTION	BY	DATE

REVISIONS

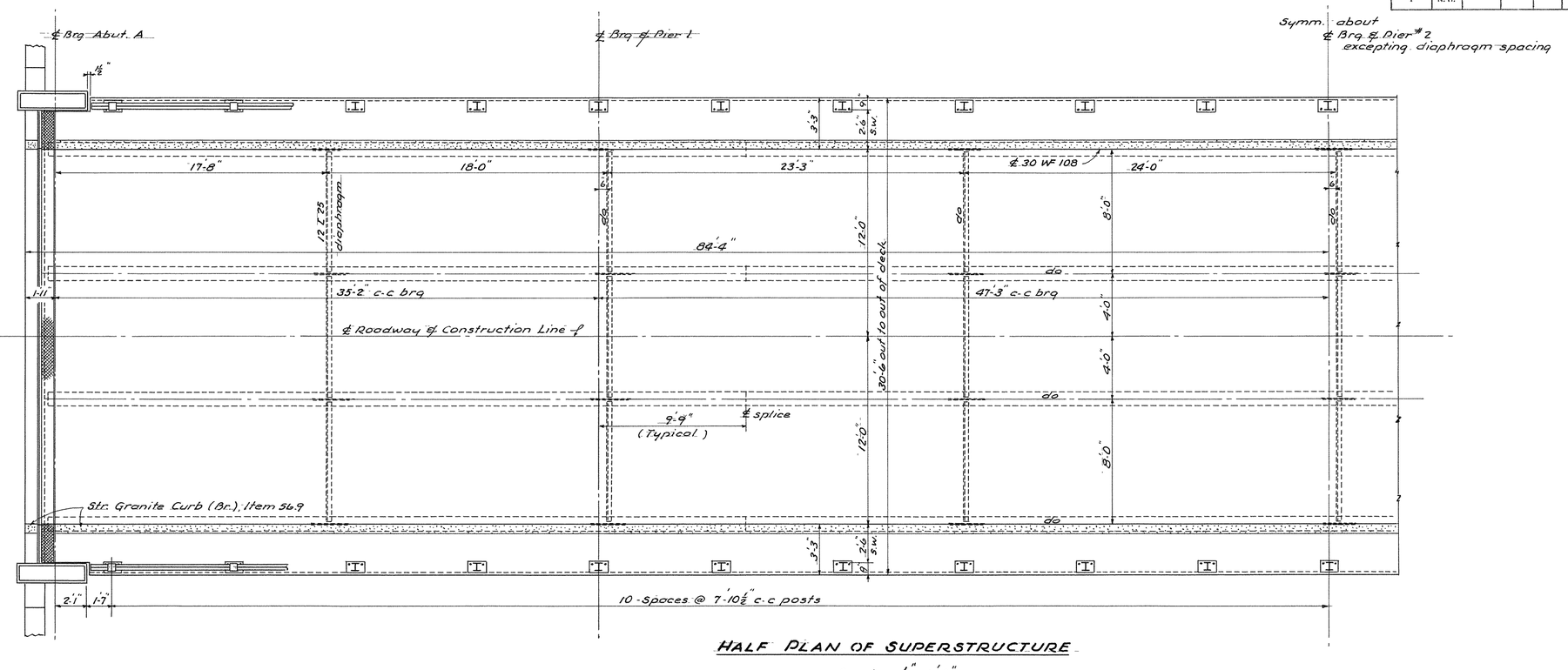
	BY	DATE		BY	DATE	BRIDGE SHEET NO.
DESIGNED	R.B.B.	10/54	CHECKED	E.P.S.	10/54	3 OF 5
DRAWN	"	"	CHECKED	"	"	
TRACED	W.H.P.	11/54	CHECKED	R.B.B.	11/54	FILE NUMBER
QUANTITIES	R.B.B.	10/54	CHECKED	E.P.S.	10/54	D-2

PROJ. NO.	SHEET NO.	TOTAL SHEETS
L.S. 1822 (1)	13	181

FED. ROAD DIV. NO.	STATE	PROJ.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	N. H.				

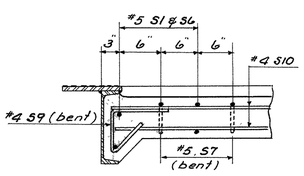


PART PLAN OF REINFORCEMENT AT ABUT.



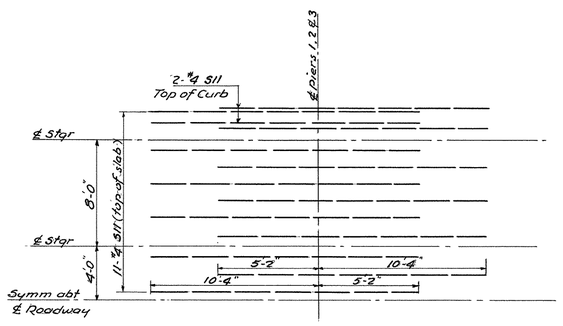
HALF PLAN OF SUPERSTRUCTURE

Scale ¼" = 1'-0"



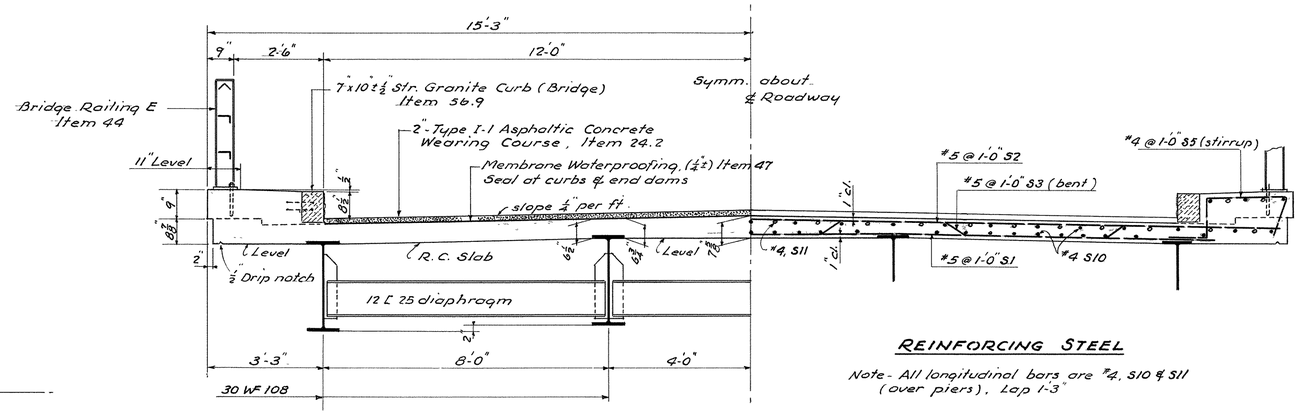
SECTION A-A

Scale 1" = 1'-0"



ADDITIONAL STEEL OVER PIERS

No Scale

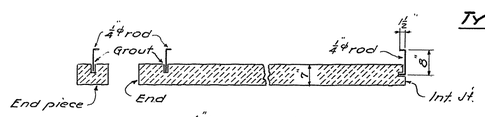


TYPICAL TRANSVERSE SECTION

Scale ½" = 1'-0"

REINFORCING STEEL

Note - All longitudinal bars are #4, S10 & S11 (over piers), Lap 1'-3"



Anchors ¼" ø, 2 per stone, staggered in adjacent stones and countersunk. Cost subsidiary to Item 56.9

CURB ANCHOR DETAIL

Scale ½" = 1'-0"

ESTIMATE OF SUPERSTRUCTURE QUANTITIES

ITEM NO	DESCRIPTION	QUANTITY	
24.2	Type I-1 Hot Asphalt. Conc. Wear. Course	52	Ton
32.1	Concrete Class A	134	C.Y.
35	Reinforcing Steel	23,675	Lb
36.1	Structural Steel	83,000	Lb.
36.2	Bridge Shoes	1	Unit
44	Bridge Railing E	320.3	L.F.
47	Membrane Waterproofing	440	S.Y.
56.9	Str. Granite Curb (Bridge)	333	L.F.

STATE OF NEW HAMPSHIRE
DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS
SPAULDING TURNPIKE

TOWN DOVER BRIDGE NO. 160/083
FEDERAL PROJECT STATE PROJECT 0-2692-D

OVERPASS AT CUSHING ROAD

△	DESCRIPTION	BY	DATE

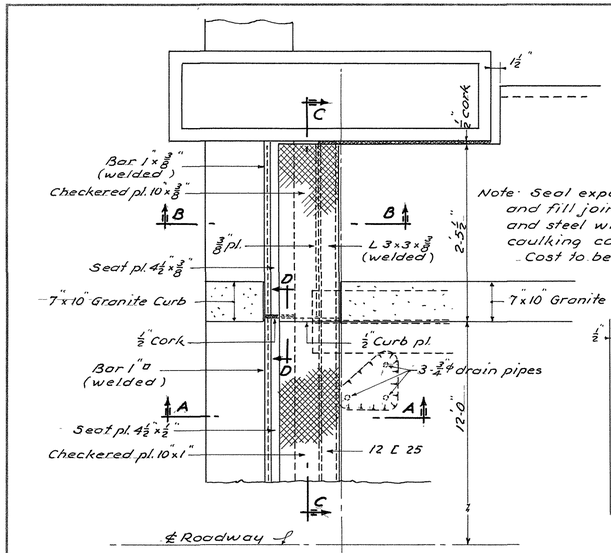
REVISIONS

SUPERSTRUCTURE

	BY	DATE		BY	DATE	
DESIGNED	R.B.B.	10/54	CHECKED	E.P.S.	10/54	BRIDGE SHEET NO. 4 OF 5
DRAWN	"	"	CHECKED	"	"	
TRACED	W.H.P.	11/54	CHECKED	R.B.B.	11/54	FILE NUMBER D-2
QUANTITIES	E.P.S.	10/54	CHECKED	R.B.B.	10/54	

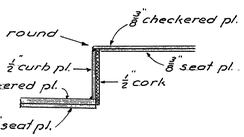
PROJ. NO.	SHEET NO.	TOTAL SHEETS
L.S. 1822 (1)	12	181

FED. ROAD DIV. NO.	STATE	PROJ.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	N. H.				

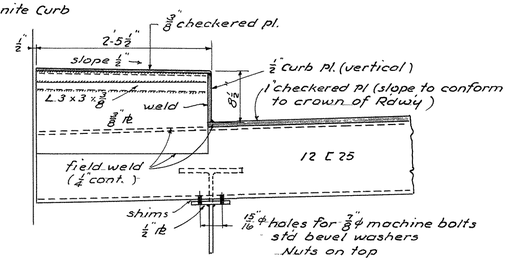


PLAN

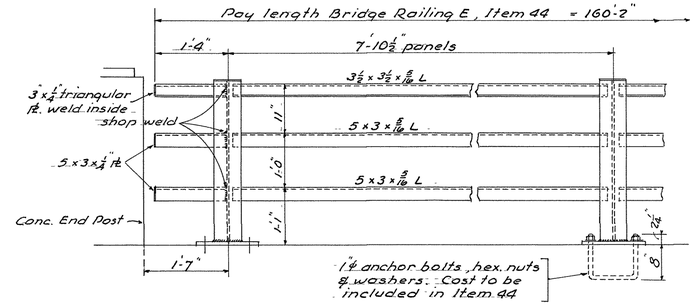
Note: Seal exposed edges of cork and fill joints between granite and steel with an approved caulking compound. Cost to be subsidiary to Item 32.1



SECTION D-D

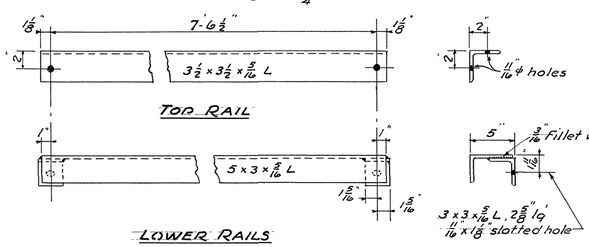


SECTION C-C



INSIDE ELEVATION

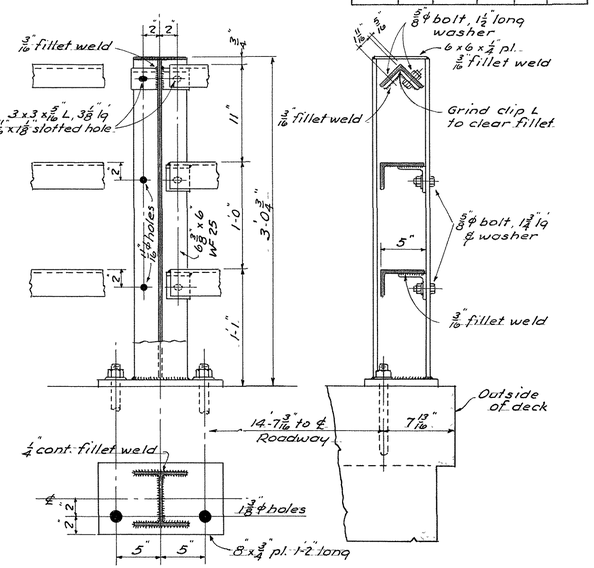
Scale 3/4" = 1'-0"



TOP RAIL

LOWER RAILS

Scale 1 1/2" = 1'-0"

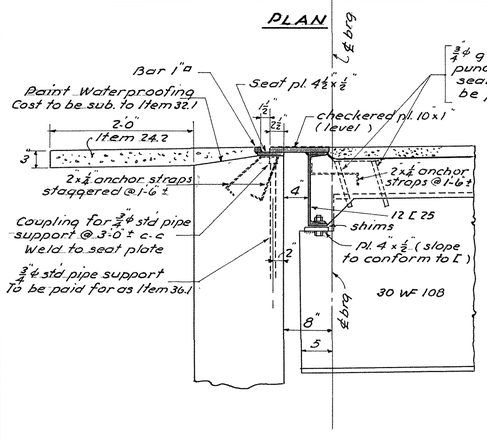


RAIL POST

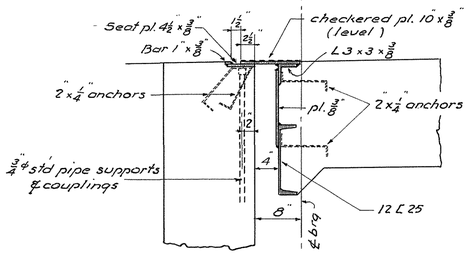
Scale 1 1/2" = 1'-0"

Note: All posts shall be normal to Fin. Gr. Base plates to be flat & true after welding. Caulk with lead wool. Grind all sharp edges.

RAILING DETAILS



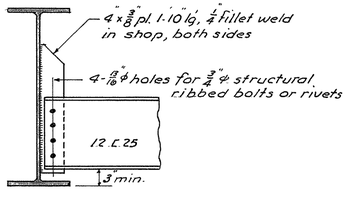
SECTION A-A



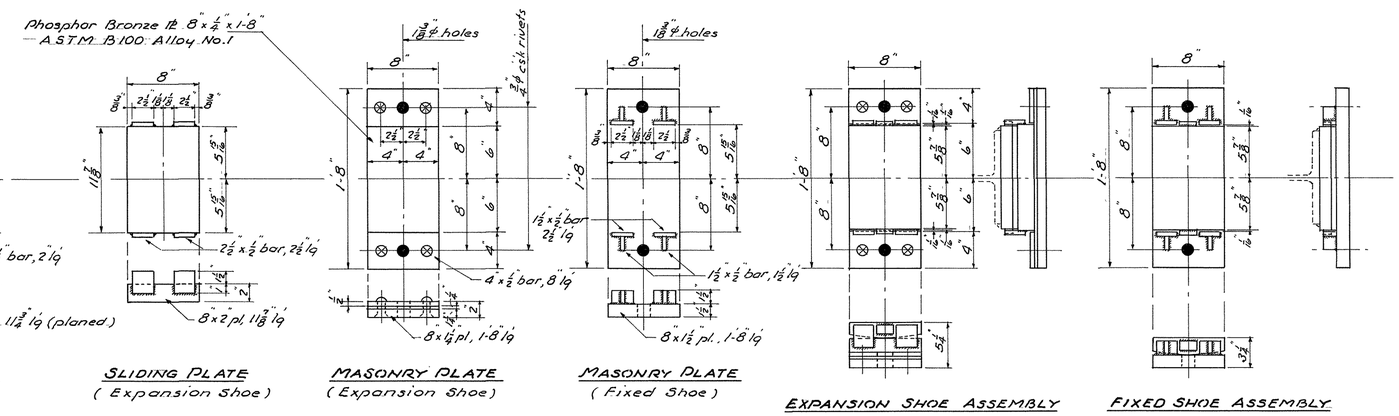
SECTION B-B

EXPANSION DETAIL & END DAM

Scale 1" = 1'-0"



DIAPHRAGM CONNECTION DETAIL



SOLE PLATE (All shoes)

SLIDING PLATE (Expansion Shoe)

MASONRY PLATE (Expansion Shoe)

MASONRY PLATE (Fixed Shoe)

All anchor bolts 1" φ swedged, 1'-4" lg, hex. nuts & washers.

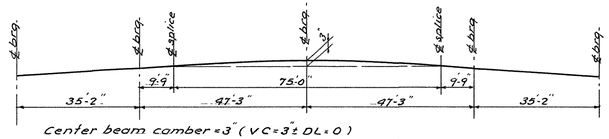
BRIDGE SHOES

Scale 1 1/2" = 1'-0"

EXPANSION SHOE ASSEMBLY

FIXED SHOE ASSEMBLY

Note: Exp. Shoe Assembly and Fixed Shoe Assembly, including Anchor Bolts, to be paid for as Bridge Shoes, Item 36.2
Weld sole plates to beams, 3/8" fillet welds.
All other welds 1/4" fillet.
All plates to be flat and true.



Center beam camber = 3" (VC = 3" ± DL = 0)
End beams no camber. Any natural camber to be up.
Splice to develop full strength of beam. Holes shall be reamed while beams are assembled to fit bearing elevations.
Field connections shall be made with 7/8"φ structural ribbed bolts or rivets. If ribbed bolts are used, vertical bolts shall have nuts on top, and horizontal bolts shall be driven to hide nuts from view of traffic.

CAMBER DIAGRAM

△	DESCRIPTION	BY	DATE

REVISIONS

STATE OF NEW HAMPSHIRE
DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS
SPAULDING TURNPIKE

TOWN DOVER BRIDGE NO. 160/083
FEDERAL PROJECT STATE PROJECT P-2692-D

OVERPASS AT CUSHING ROAD

STEEL DETAILS

	BY	DATE		BY	DATE	
DESIGNED	R.B.B.	10/54	CHECKED	E.P.S.	10/54	BRIDGE SHEET NO. 5 OF 5
DRAWN			CHECKED			
TRACED	W.H.P.	11/54	CHECKED	R.B.B.	11/54	FILE NUMBER D2
QUANTITIES	E.P.S.	10/54	CHECKED	R.B.B.	10/54	

PROJ. NO.	SHEET NO.	TOTAL SHEETS
L.S. 1822(1)	15	181

FED. ROAD DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	N. H.	L.S. 1822(1)		16	181

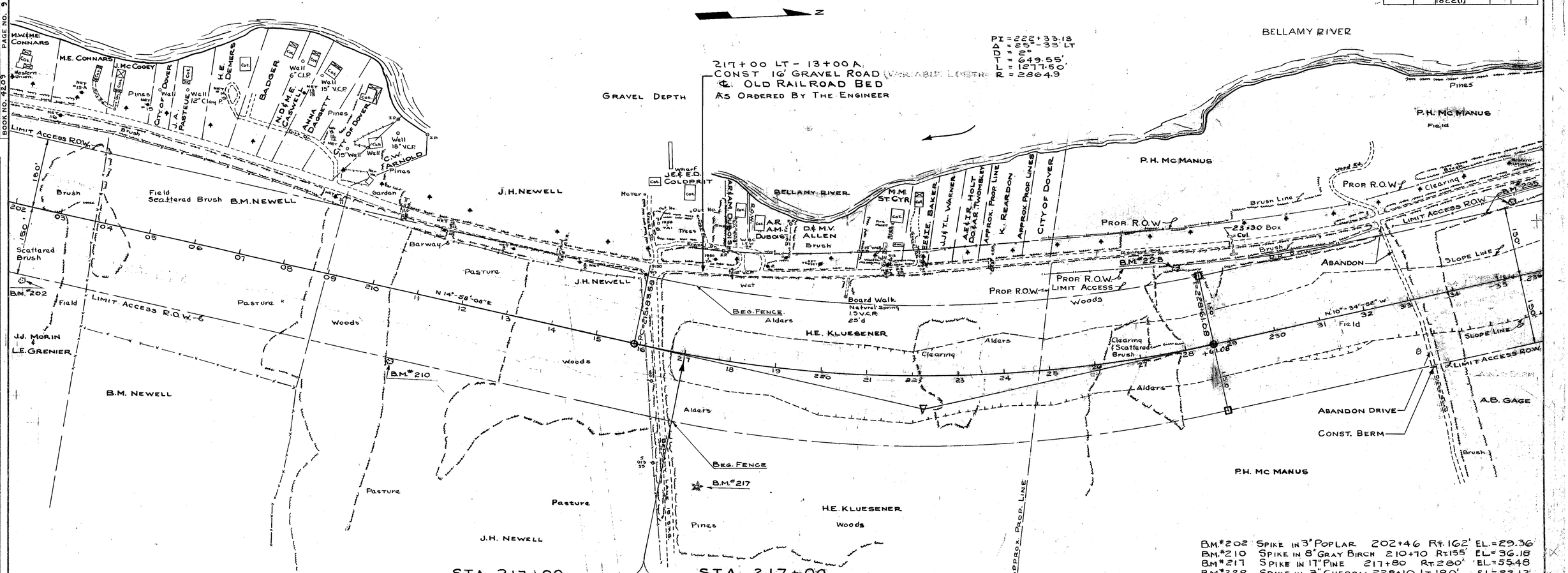
NOTE BOOK (USE BOTTOM LINES FIRST)

BOOK NO.	PAGE NO.
" "	" "
" "	" "
" " 4209	" " 24-28
" " 4209	" " 15-19
BOOK NO. 4209	PAGE NO. 9-13

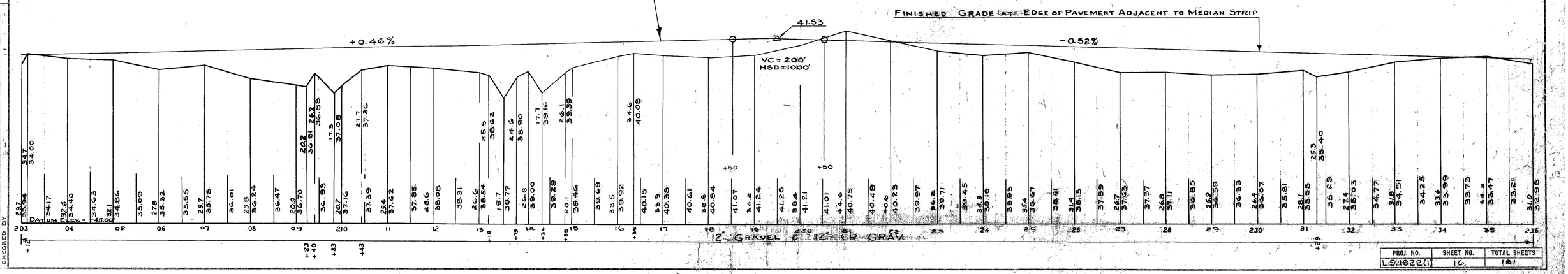
REVISIONS AFTER PROPOSAL

DATE	STA.	TO STA.	DESCRIPTION
			Road Bed To Ballast 5-12-75

PLAN TRACED BY N. SALTA	DATE 1-26-54
" CHECKED " T. PINEAULT	" 2-28-54
PROFILE TRACED BY T. PINEAULT	" 6-28-54
" CHECKED " N. SALTA	6-24-54
INKED BY N. SALTA	6-28-54
CHECKED BY	"



B.M.#202 Spike in 3" Poplar 202+46 Rt. 162' EL.=29.36
B.M.#210 Spike in 8" Gray Birch 210+70 Rt. 155' EL.=36.18
B.M.#217 Spike in 17" Pine 217+80 Rt. 280' EL.=55.48
B.M.#228 Spike in 3" Cherry 228+10 Lt. 180' EL.=22.12
B.M.#235 Spike in 3" Poplar 235+65 Lt. 160' EL.=27.71



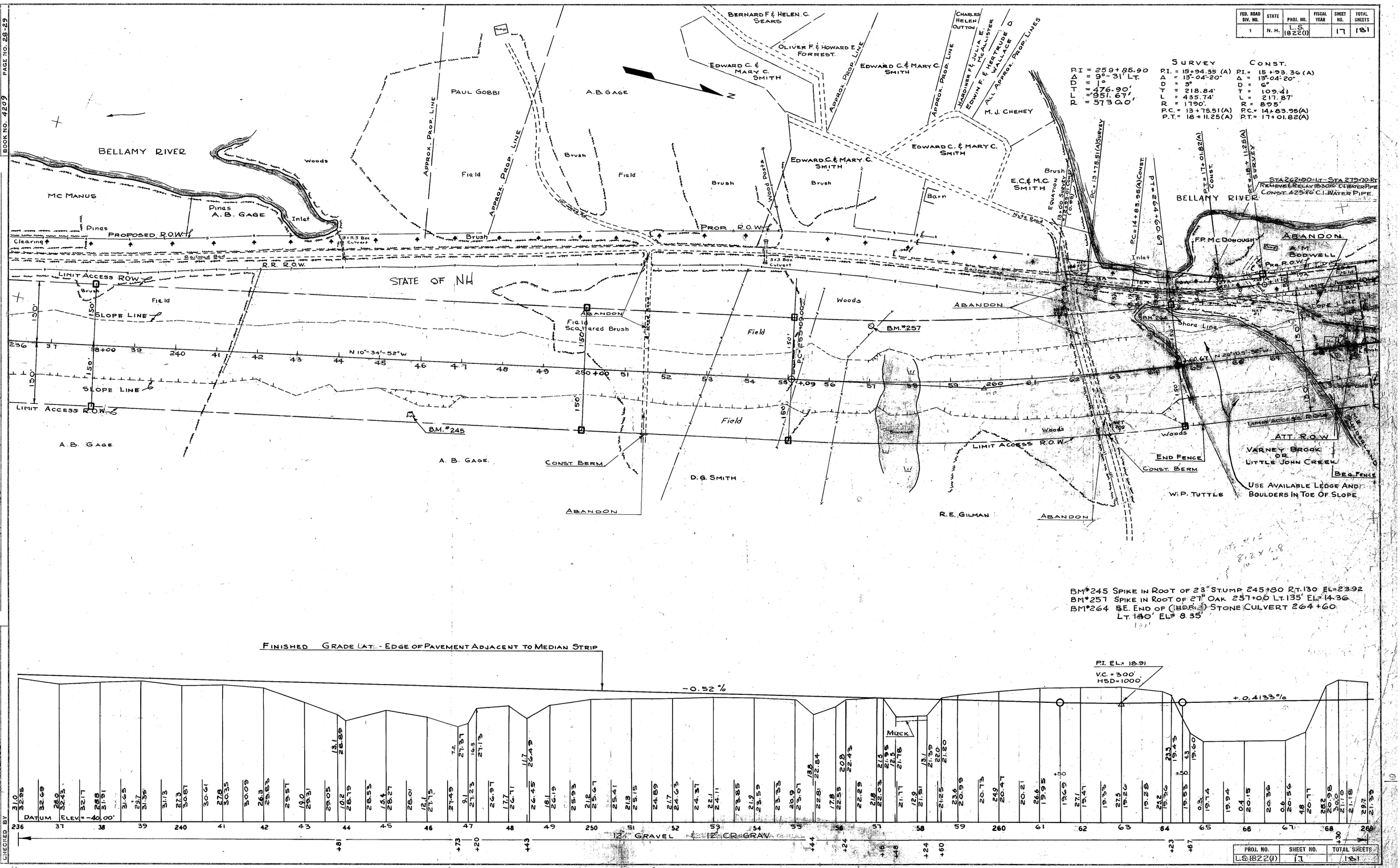
PROJ. NO.	SHEET NO.	TOTAL SHEETS
LS 1822(1)	16	181

FED. ROAD DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	N. H.	L.S. 18220(1)		17	181

NOTE BOOKS (USE BOTTOM LINES FIRST)	
BOOK NO.	PAGE NO.
" "	" "
" "	" "
" " 4203	" " 76
" " 4212	" " 5-6 & 18
BOOK NO. 4209	PAGE NO. 28-29

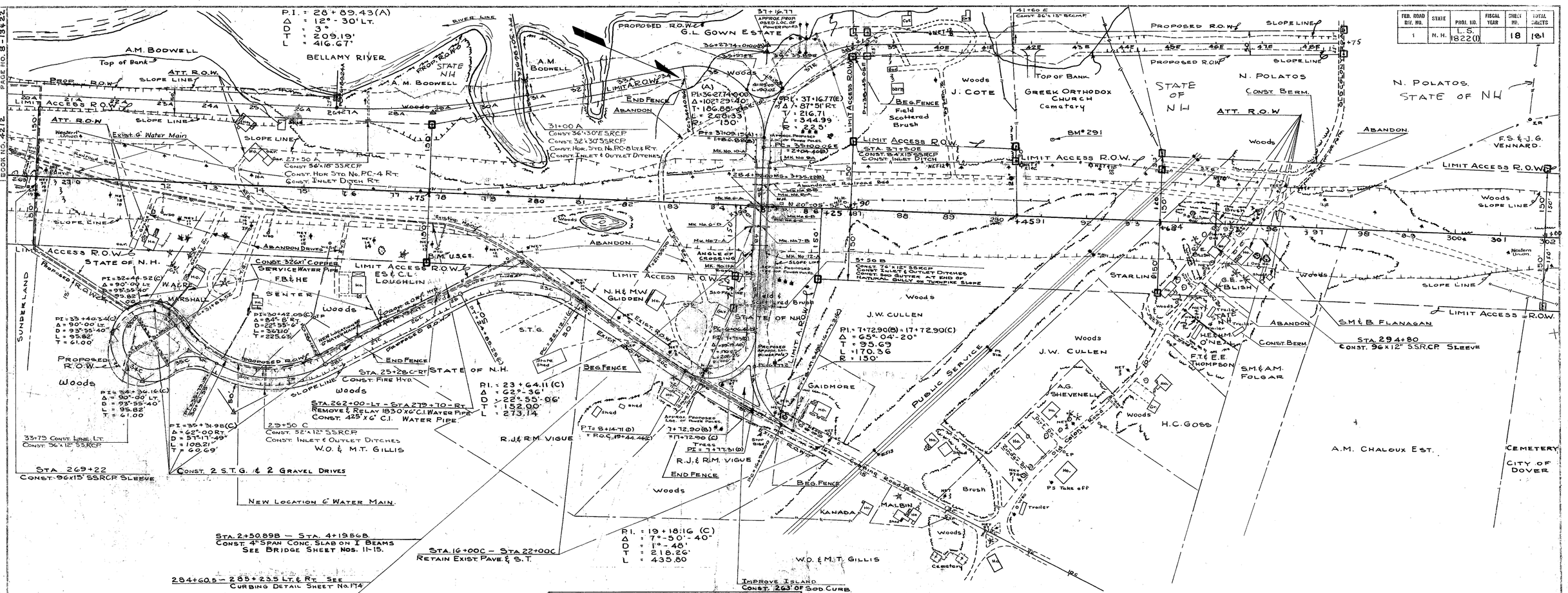
REVISIONS AFTER PROPOSAL		
DATE	STA. TO STA.	DESCRIPTION
2-26-54	15+00 Ahead	To 16+00

		DATE
PLAN TRACED BY	N. SALTA	1-27-54
" CHECKED "	T. PINEAULT	" 2-26-54
PROFILE TRACED BY	T. PINEAULT	6-24-54
" CHECKED "	N. SALTA	6-25-54
INKED BY	T. PINEAULT	6-29-54
CHECKED BY		



PROJ. NO.	SHEET NO.	TOTAL SHEETS
L.S. 18220(1)	17	181

FED. ROAD DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	N. H.	L.S. 1822(1)		18	181



PROJ. NO.	SHEET NO.	TOTAL SHEETS
L.S. 1822(1)	18	181

BOOK NO.	PAGE NO.
42.12	68
4506	11
4230	5-11
42.12	25
42.12	14-21

(USE BOTTOM LINES FIRST)

BOOK NO. 42.12 PAGE NO. 8-13 & 22

DATE	REVISIONS AFTER PROPOSAL
2-25-54	STA. TO STA.
6-23-54	STA. TO STA.
6-24-54	STA. TO STA.
6-27-54	STA. TO STA.

DATE	PLANS PROPOSED BY
2-5-54	N. SALTA
2-25-54	T. PINEAULT
6-23-54	T. PINEAULT
6-24-54	N. SALTA
6-27-54	T. PINEAULT

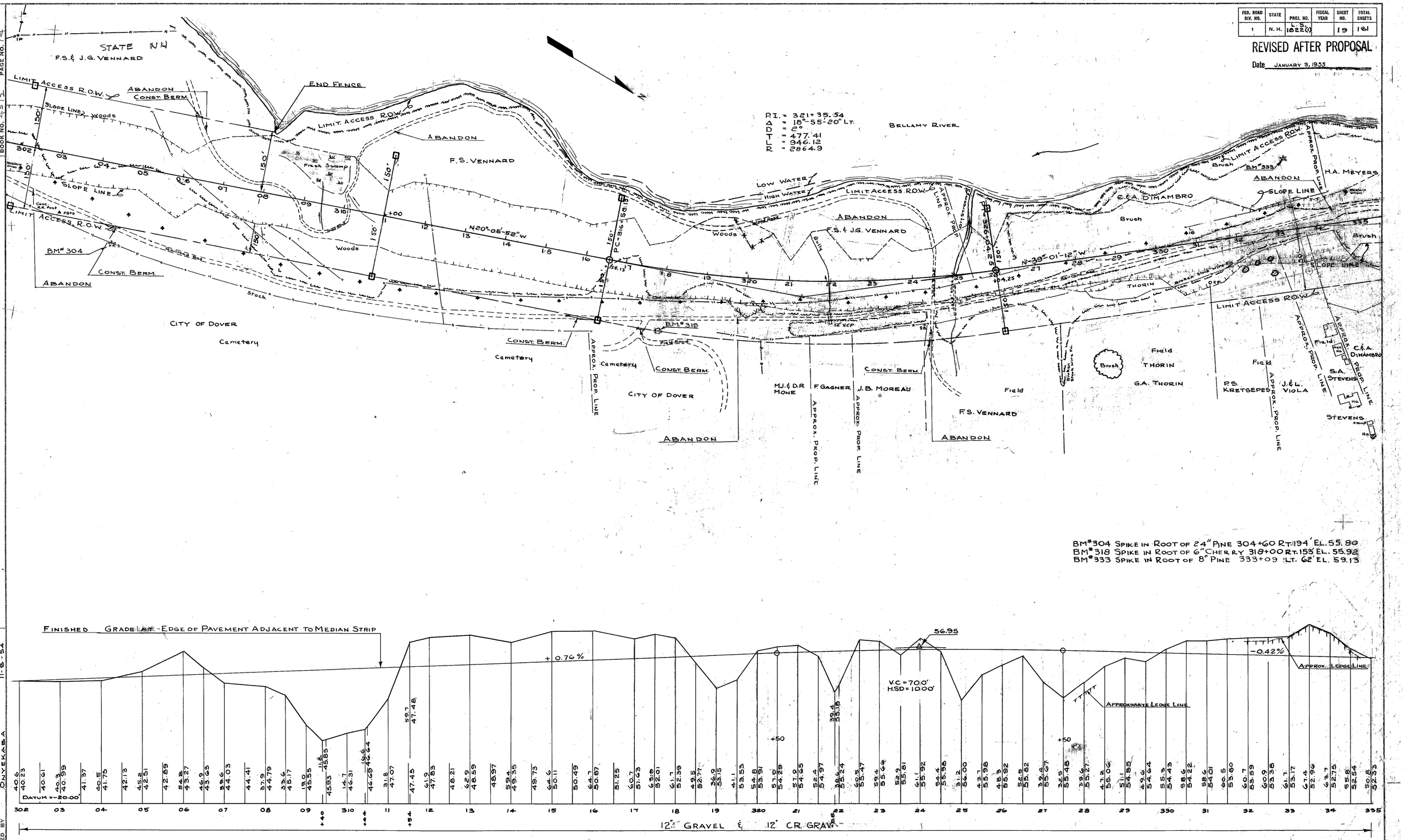
PLANS PROPOSED BY
RECEIVED "
PROJECT TRACED BY
CHECKED BY
CHECKED BY

C. Lodrow 5-12-75

FED. ROAD DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	N. H.	L.S. 1822(1)		19	181

REVISED AFTER PROPOSAL

Date JANUARY 3, 1955



PROJ. NO.	SHEET NO.	TOTAL SHEETS
L.S. 1822(1)	19	181

NOTE BOOKS (USE BOTTOM LINES FIRST)

BOOK NO.	PAGE NO.
" "	" "
" " 4212	" " 25-27 & 29
" " 4212	" " 30
" " 4205	" " 4-15
BOOK NO. 4512	PAGE NO. 14

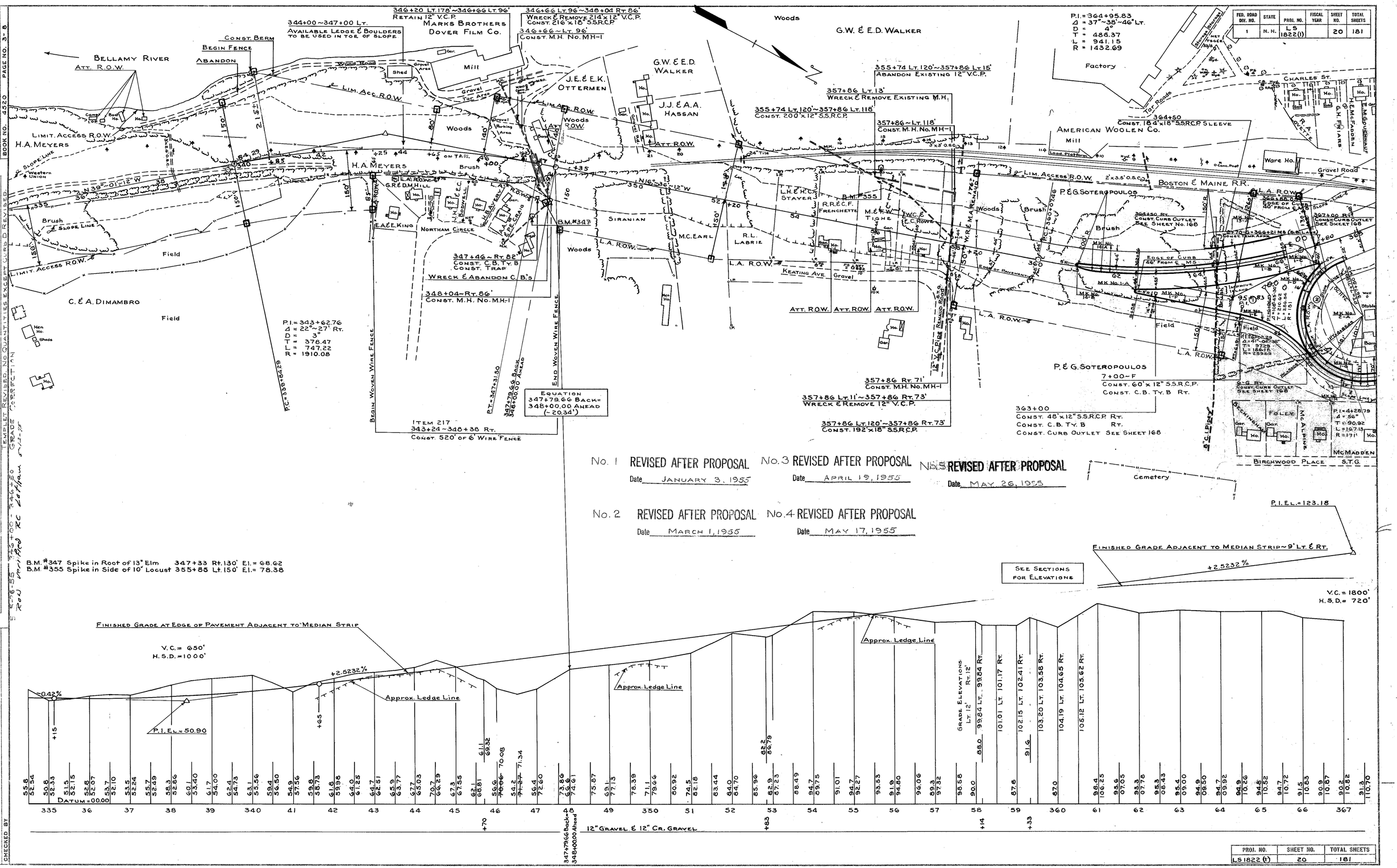
REVISIONS AFTER PROPOSAL

DATE	STA. TO STA.	DESCRIPTION
1-4-55	320+00	SLOPE LINES REVISED - FRENCH

Rail Verified RC Latham 5-12-75

		DATE
PLAN TRACED BY	N. SALTA	2-5-54
" CHECKED "	ONYEKABA	" 11-8-54
PROFILE TRACED BY	N. SALTA	" 6-22-54
" CHECKED "	ONYEKABA	11-8-54
INKED BY	N. SALTA	6-29-54
CHECKED BY	ONYEKABA	11-8-54

PED. ROAD DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	N. H.	L S 1822(1)		20	181



REVISIONS AFTER PROPOSAL

DATE	STA.	TO STA.	DESCRIPTION
5-16-55	343+64	TO 348+38	Rt. Grade Correction 349+50
3-1-55	343+64	TO 348+38	Rt. Const. 520' of 6' Woven Wire Fence
4-19-55	343+50	TO 347+50	Lt. Location Change of Mill Buildings and Fixtures
5-17-55	343+50	TO 348+00	Profile, Width of Pavement, Superelevations & Grade Corrections

Book No. 4212	" "	30-36
Book No. 4205	" "	18-25
Book No. 4515	" "	2-7
Book No. 4520	Page No.	3-8

NOTE BOOKS (USE BOTTOM LINES FIRST)

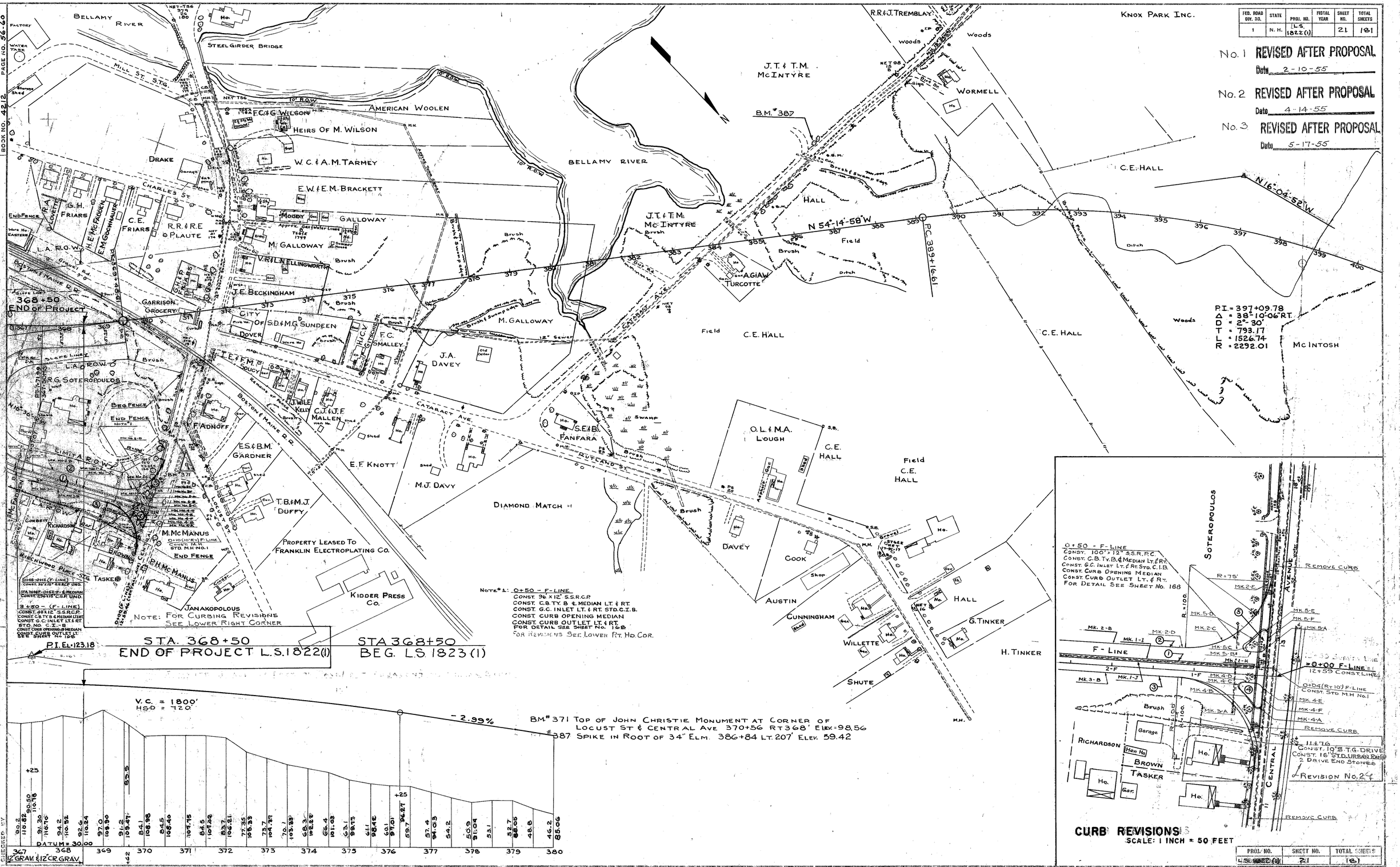
PLAN TRACED BY	Aldrich	DATE 5-16-55
" CHECKED "	Pestma	" " 5-19-55
PROFILE TRACED BY	Aldrich	5-16-55
" CHECKED "	Pestma	5-17-55
INKED BY		
CHECKED BY		

PROJ. NO.	SHEET NO.	TOTAL SHEETS
LS 1822 (1)	20	181

NOTE BOOKS (USE BOTTOM LINES FIRST)		
BOOK NO.	4206	PAGE NO. 17-25 & 66-68
" "	4206	" " 71-73
" "	4206	" " 4-11
" "	4212	" " 37-38
BOOK NO.	4212	PAGE NO. 56-60

REVISIONS AFTER PROPOSAL			
DATE	STA.	TO STA.	DESCRIPTION
#1 2-10-55			CURB & DRAINAGE REVISIONS C. FRENCH
#2 4-14-55	CENTRAL AVE. & F-LINE		DRIVEWAY AT BROWN PROPERTY C. FRENCH
#3 5-17-55	CENTRAL AVE. & F-LINE		PROFILES, WIDTH OF PAVEMENT, SUPERELEVATIONS & TEMPLET
	368+50	345+50	ALL ITEMS REVISED QUANTITIES NOT REVISED EXCEPT CURB
			ROLL PLAN AND PROFILE TO LA FLOW C.L.S.R.R.

		DATE
PLAN TRACED BY	N. SALTA	2-10-54
" CHECKED "	T. PINEAULT	2-25-54
PROFILE TRACED BY	N. SALTA	6-26-54
" CHECKED "	T. PINEAULT	6-28-54
INKED BY	R. DROUIN	10-20-54
CHECKED BY		



FED. ROAD DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	N. H.	L.S. 1822(1)		21	181

No. 1 REVISED AFTER PROPOSAL
Date 2-10-55

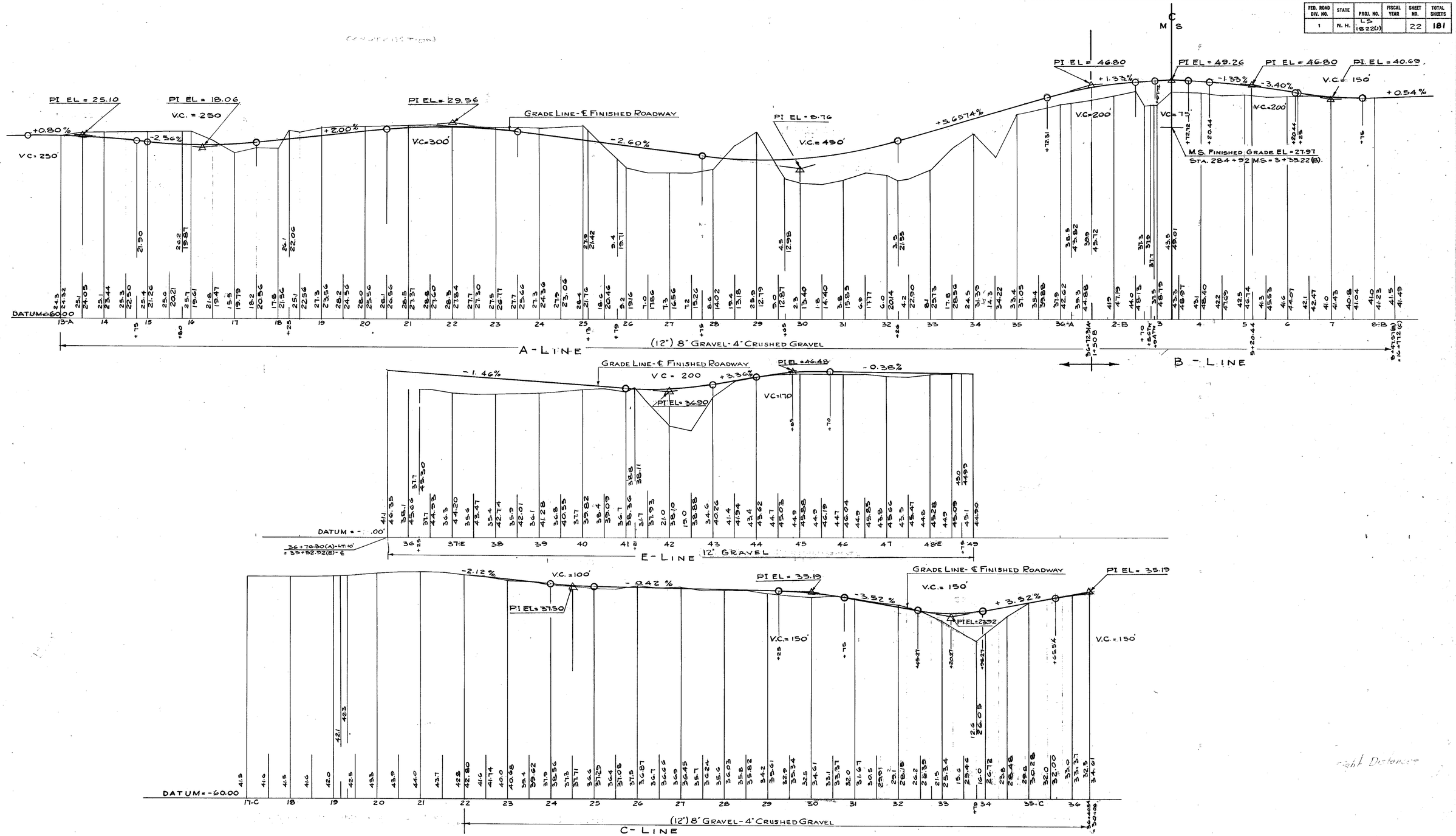
No. 2 REVISED AFTER PROPOSAL
Date 4-14-55

No. 3 REVISED AFTER PROPOSAL
Date 5-17-55

CURB REVISIONS
SCALE: 1 INCH = 50 FEET

PROJ. NO.	SHEET NO.	TOTAL SHEETS
L.S. 1822(1)	21	181

FED. ROAD DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	N. H.	L.S. 1822(1)		22	181



NOTE BOOKS (USE BOTTOM LINES FIRST)

BOOK NO.	PAGE NO.
4521	6-23
4577	4-5

REVISIONS AFTER PROPOSAL

DATE	STA.	TO STA.	DESCRIPTION

		DATE
PLAN TRACED BY		
" CHECKED "		
PROFILE TRACED BY	ONYEKABA	9-21-54
" CHECKED "	HARRISON	9-21-54
INKED BY	ONYEKABA	9-21-54
CHECKED BY	HARRISON	9-21-54

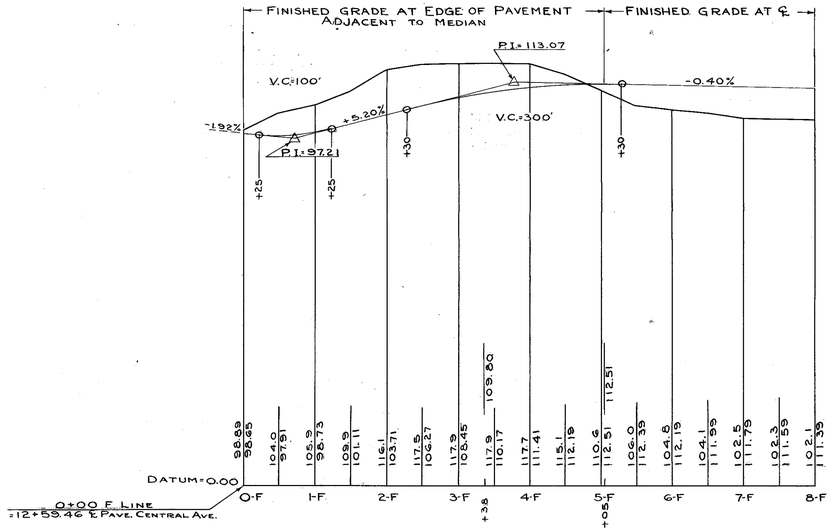
PROJ. NO.	SHEET NO.	TOTAL SHEETS
L.S. 1822(1)	22	181

1500 8-55 B. L. M. INC. "ARKWRIGHT" TRACING CLOTH 4263

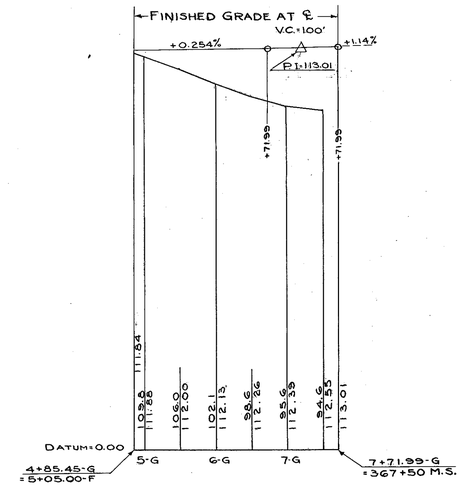
FED. ROAD DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	N. H.	L.S. 1822-(1)		23	181

REVISED AFTER PROPOSAL

Date MAY 17, 1955



F-LINE



G-LINE

NOTE BOOKS
(USE BOTTOM LINES FIRST)

BOOK NO.	PAGE NO.
" "	" "
" "	" "
" "	" "
" "	" "
" "	" "
BOOK NO. 457	PAGE NO. 30-32

REVISIONS AFTER PROPOSAL

DATE	STA. TO STA.	DESCRIPTION
5-17-55	F & G LINES	CHANGE IN GRADES. NO QUANTITIES CHANGED

		DATE
PLAN TRACED BY		"
" CHECKED "		"
PROFILE TRACED BY	R. DROUIN	" 5-11-55
" CHECKED "	A. HARRISON	5-13-55
INKED BY	R. DROUIN	5-11-55
CHECKED BY	A. HARRISON	5-13-55

PROJ. NO.	SHEET NO.	TOTAL SHEETS
L.S. 1822(1)	23	181

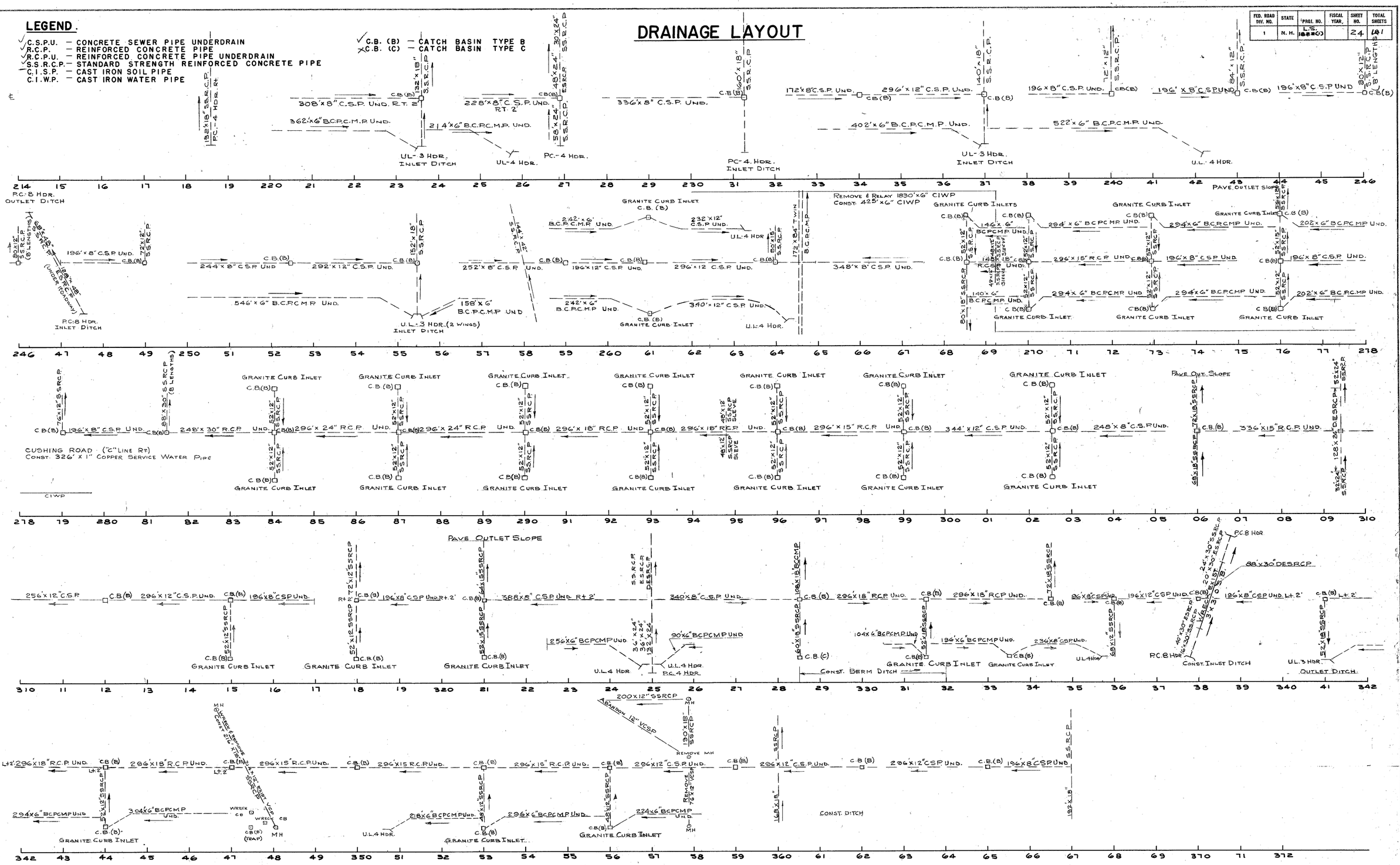
151 0 5-53 B.L.B. INC. "VELLUMFIBER" TRACING CLOTH 4263

FED. ROAD DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	N. H.	L.S. 1822(1)		24	181

DRAINAGE LAYOUT

LEGEND.

- ✓C.S.P.U. — CONCRETE SEWER PIPE UNDERDRAIN
- ✓R.C.P. — REINFORCED CONCRETE PIPE
- ✓R.C.P.U. — REINFORCED CONCRETE PIPE UNDERDRAIN
- ✓S.S.R.C.P. — STANDARD STRENGTH REINFORCED CONCRETE PIPE
- C.I.S.P. — CAST IRON SOIL PIPE
- C.I.W.P. — CAST IRON WATER PIPE
- ✓C.B. (B) — CATCH BASIN TYPE B
- ✗C.B. (C) — CATCH BASIN TYPE C



NOTE BOOKS (USE BOTTOM LINES FIRST)

BOOK NO.	PAGE NO.
"	"
"	"
"	"
"	"
"	"
"	"

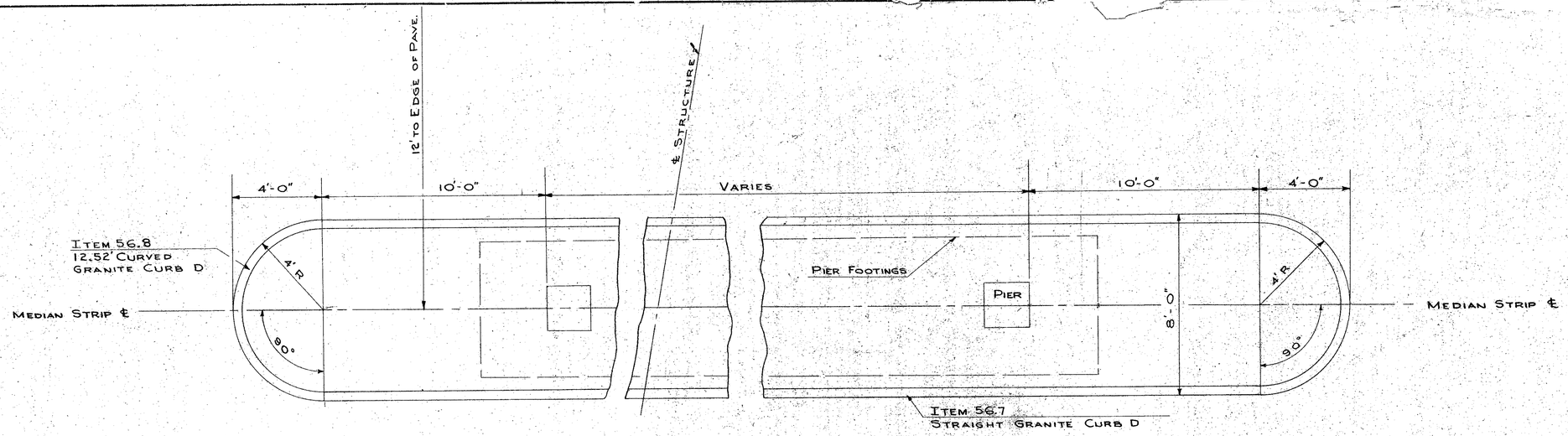
REVISIONS AFTER PROPOSAL

DATE	STA.	TO	STA.	DESCRIPTION

PLAN TRACED BY	N. C. SALTA	DATE 8-11-54
" CHECKED "	T. PINEAULT	" 8-13-54
PROFILE TRACED BY		
" CHECKED "		
INKED BY	T. PINEAULT	8-26-54
CHECKED BY	N. C. SALTA	8-28-54

PROJ. NO.	SHEET NO.	TOTAL SHEETS
L.S. 1822(1)	24	181

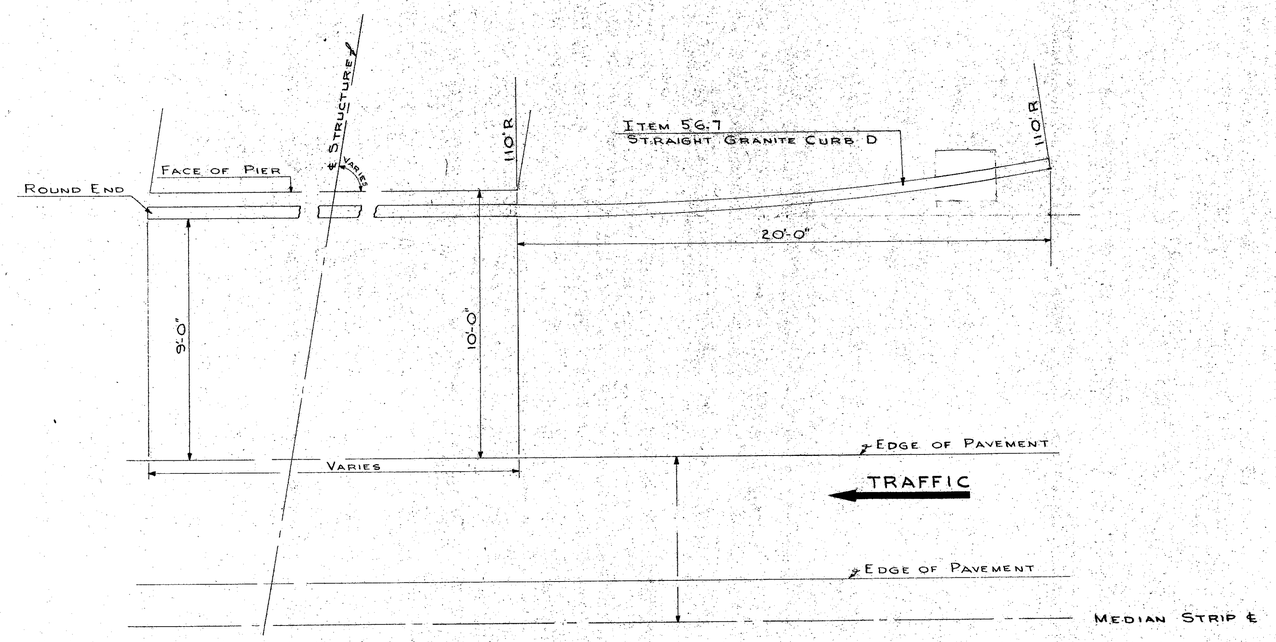
FED. DIV. NO.	STATE	PROJ. NO.	FIG. YE.	SHEET NO.	TOTAL SHEETS
1	N. H.	L.S. 1822(1)		174	181



DETAIL OF CURBING AROUND PIER AT MEDIAN STRIP ℄

SCALE ~ 3/8" = 1'-0"

NOTE:
FOR ADDITIONAL DETAIL SEE
STANDARD SHEET NO. 4



DETAIL OF CURBING AT OUTSIDE PIERS

SCALE ~ 3/8" = 1'-0"

PROJ. NO.	SHEET NO.	TOTAL SHEETS
L.S. 1822(1)	174	181

NOTE BOOKS (USE BOTTOM LINES FIRST)

BOOK NO.	PAGE NO.
" "	" "
" "	" "
" "	" "
" "	" "
BOOK NO.	PAGE NO.

REVISIONS AT PROPOSAL

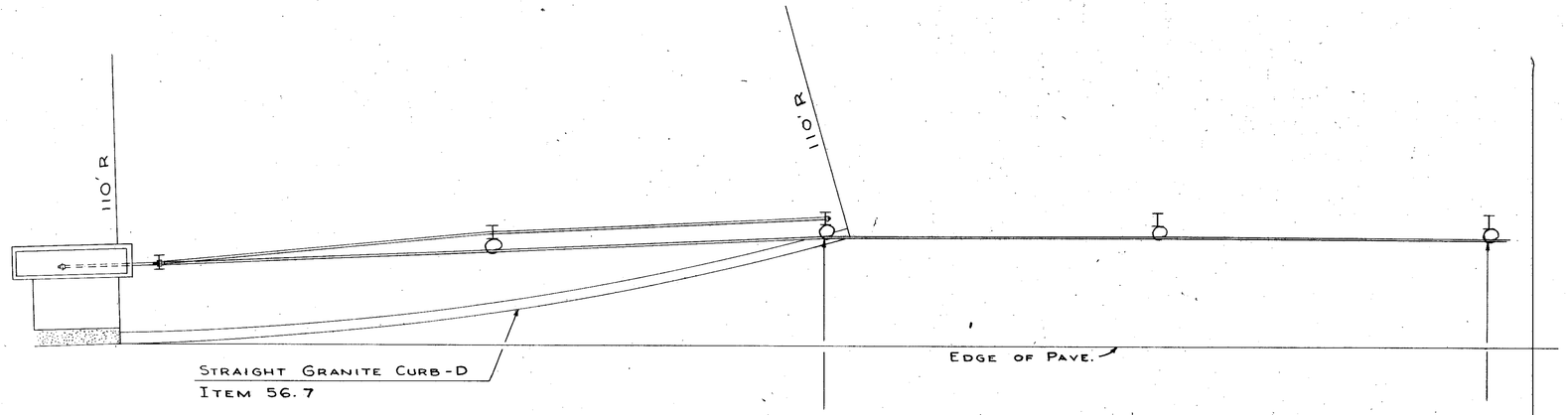
DATE	STA.	TO	STA.	DESCRIPTION

PLAN TRACED BY MINICHIELLO DATE 5-14-54
" CHECKED " "
PROFILE TRACED BY " "
" CHECKED "
INKED BY
CHECKED BY

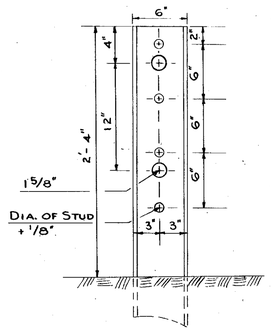
L. M. INC. "ARKWRIGHT" TRACING CLOTH 4263

FED. ROAD DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	N. H.	L.S. 1822(1)		175	181

NOTE:
CABLE AND FITTINGS IN ADDITION TO THOSE IN MULTI-CABLE GUARD RAIL, GR-2B SHALL BE CONSIDERED SUBSIDIARY TO ITEM 60.2. FOR ADDITIONAL DETAILS SEE STD. SHEET NO. 6.

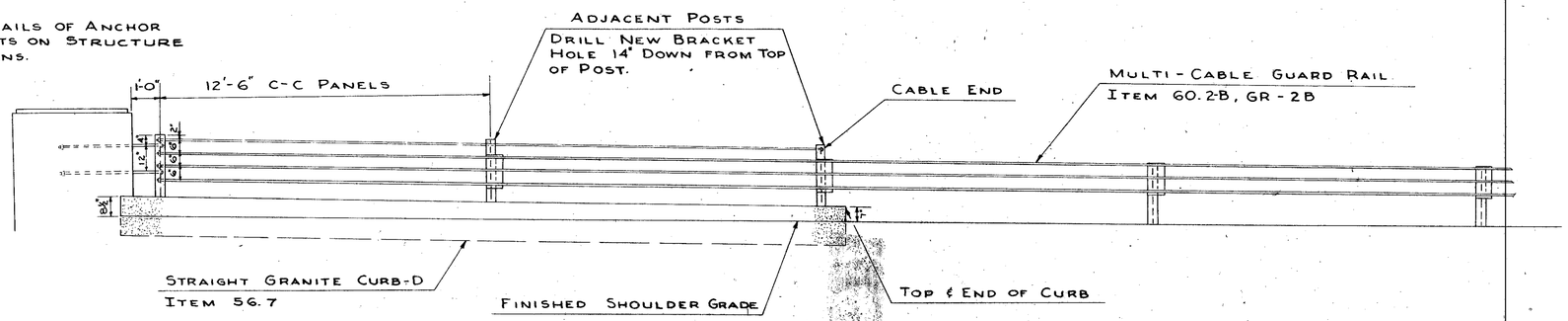


PLAN VIEW - ALL SIDES - FROM ℄



DETAIL OF END POST
SCALE: 1½" = 1'-0"

NOTE:
DETAILS OF ANCHOR BOLTS ON STRUCTURE PLANS.



ELEVATION - ALL SIDES - FROM ℄
SCALE: 3/8" = 1'-0"

MULTI-CABLE GUARD RAIL AND CURB DETAIL

PROJ. NO.	SHEET NO.	TOTAL SHEETS
L.S. 1822(1)	175	181

NOTE BOOKS (USE BOTTOM LINES FIRST)

BOOK NO.	PAGE NO.
" "	" "
" "	" "
" "	" "
" "	" "
BOOK NO.	PAGE NO.

REVISIONS AFTER PROPOSAL

DATE	STA.	TO	STA.	DESCRIPTION

PLAN TRACED BY		DATE	
" CHECKED "		"	
PROFILE TRACED BY		"	
" CHECKED "			
INKED BY			
CHECKED BY			

L. M. INC. "ARKWRIGHT" TRACING CLOTH