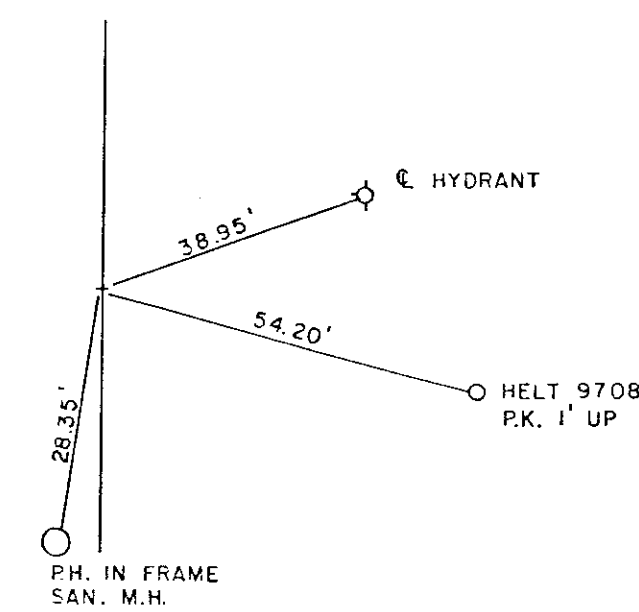


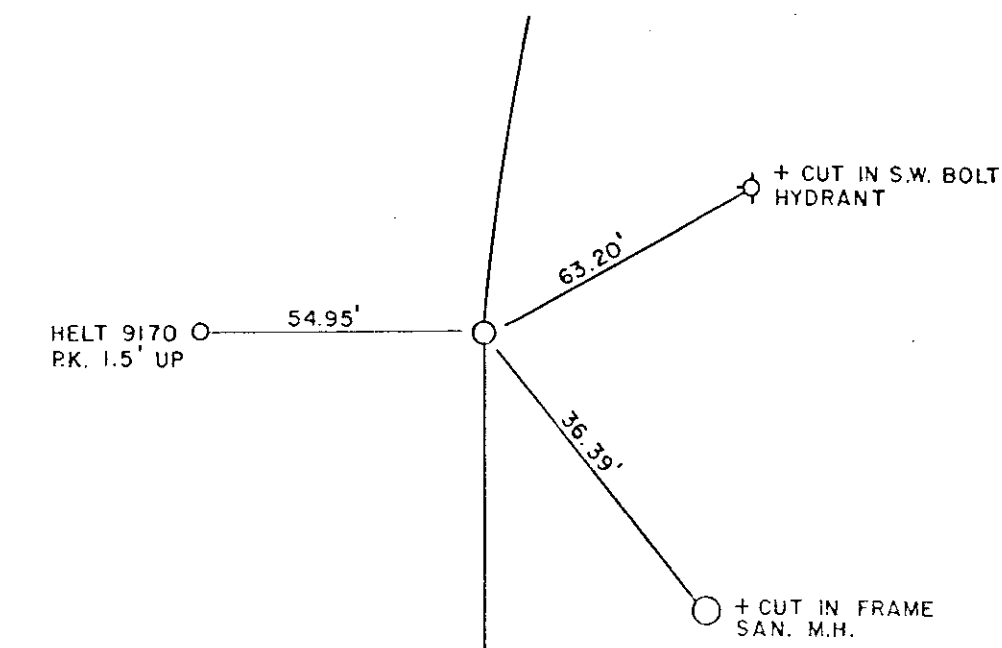
BRAINARD, MAXIM, RESERVE ROAD TIES

NOT TO SCALE

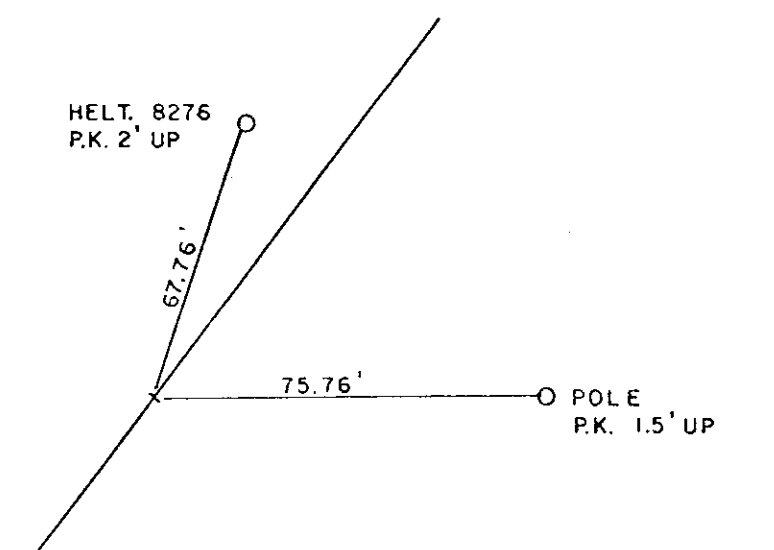
TIES AT $\mathbb{B}$ STA. 18+0 BRAINARD ROAD



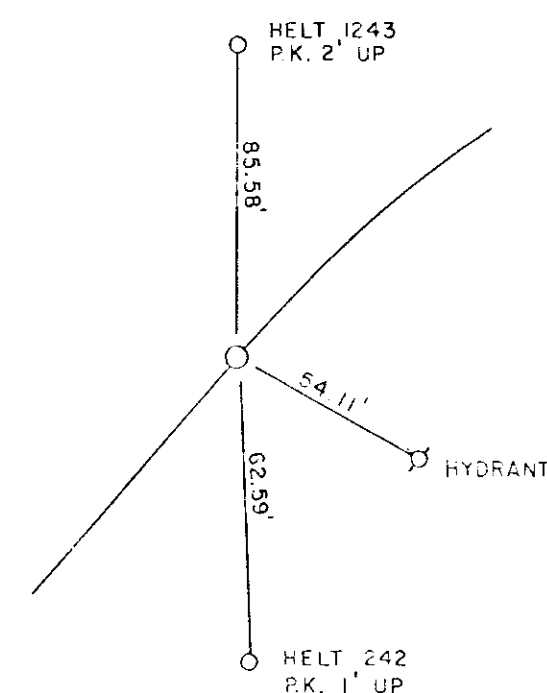
TIES AT $\mathbb{B}$ P.C. STA. 31+46.38 BRAINARD ROAD



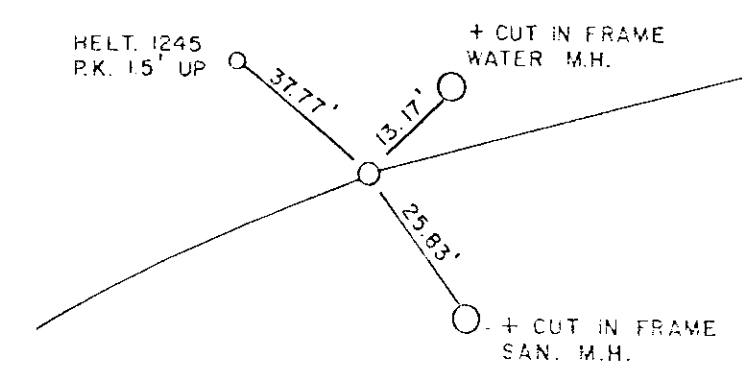
TIES AT $\mathbb{B}$ STA. 35+0 BRAINARD ROAD



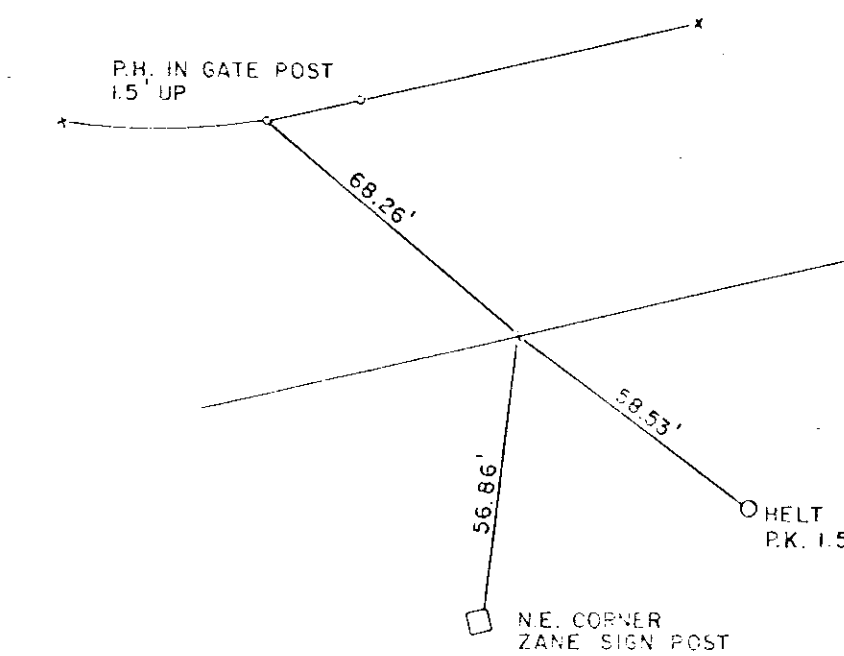
TIES AT P.C. STA. 43+33.13 MAXIM ROAD



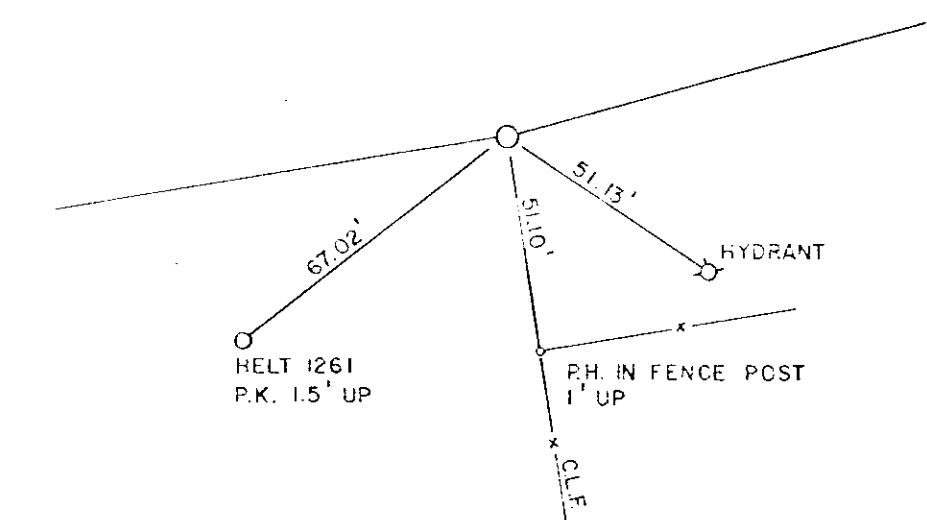
TIES AT P.T. STA. 47+03.17 MAXIM ROAD



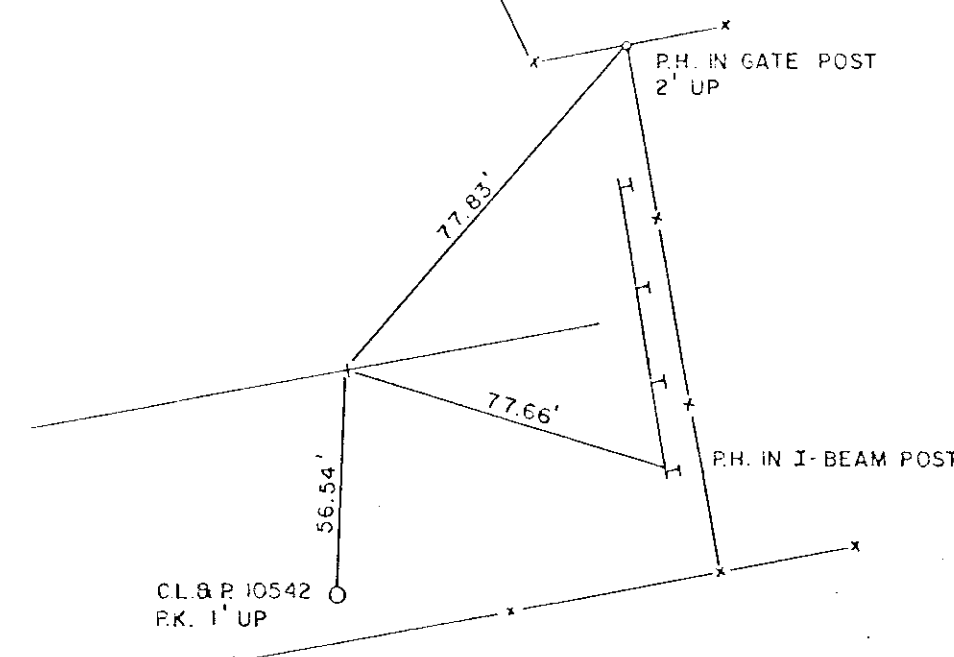
TIES AT $\mathbb{B}$ STA. 58+0 MAXIM ROAD



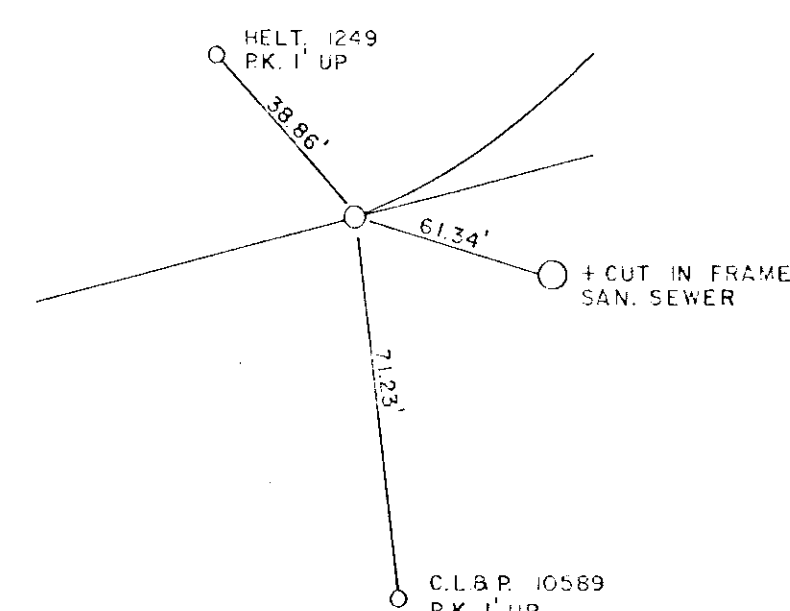
TIES AT $\mathbb{B}$ STA. 64+88.15 MAXIM ROAD



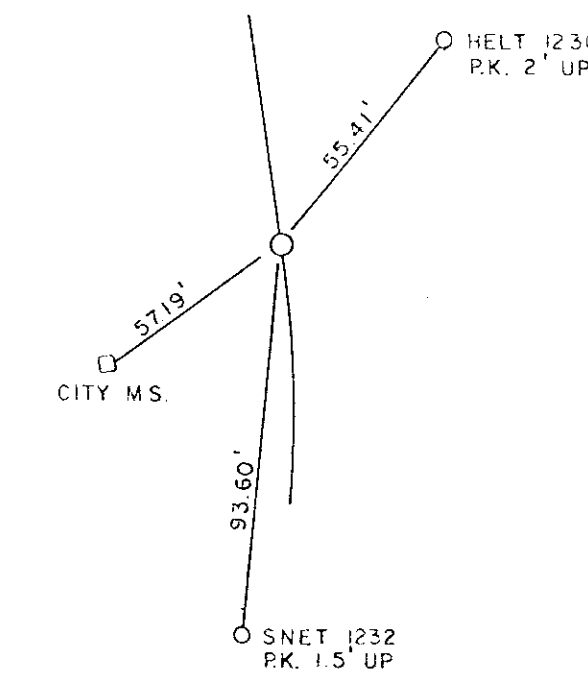
TIES AT $\mathbb{B}$ STA. 70+00 MAXIM ROAD



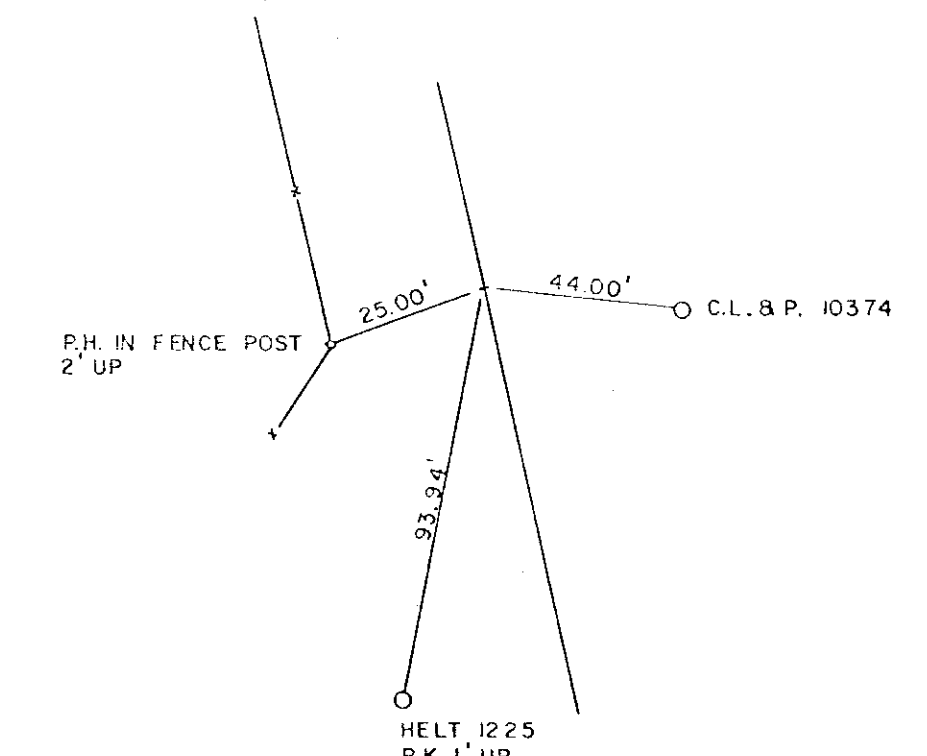
TIES AT $\mathbb{B}$ STA. 100+0 RESERVE ROAD
= $\mathbb{B}$ STA. 52+61.94 MAXIM ROAD



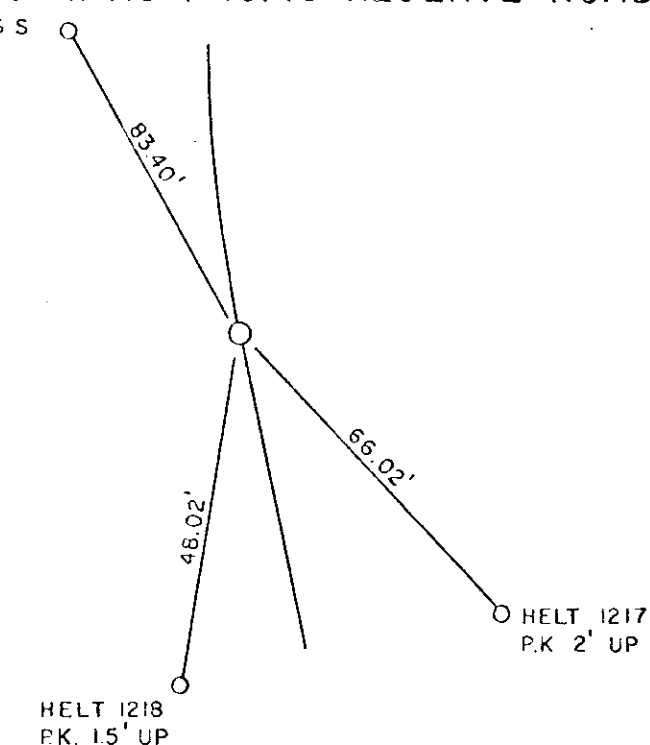
TIES AT $\mathbb{B}$ P.T. STA. 105+04.89 RESERVE ROAD



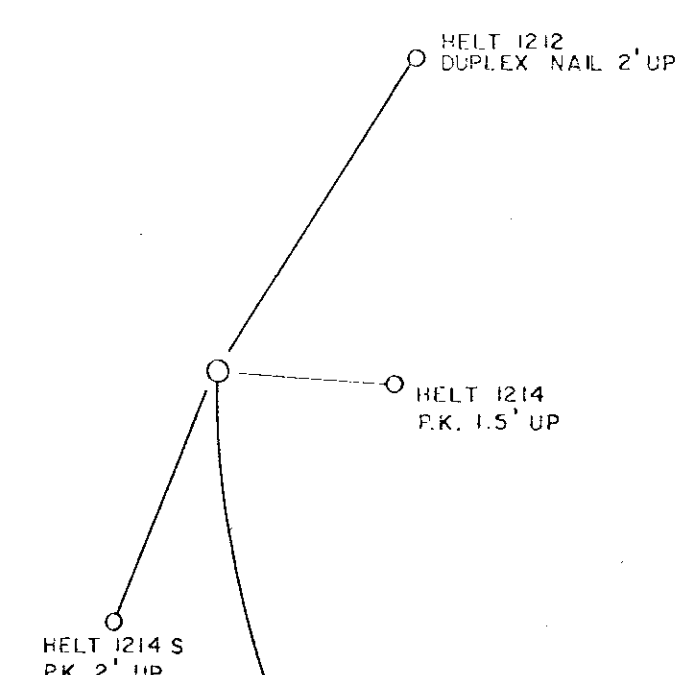
TIES AT $\mathbb{B}$ STA. 112+0 RESERVE ROAD



TIES AT $\mathbb{B}$ P.C. STA. 118+43.43 RESERVE ROAD



TIES AT $\mathbb{B}$ P.T. STA. 121+48.68 RESERVE ROAD



PROJ. MANAGER:		F.C.S.
CHIEF DESIGNER:		W.G.
REVIEWED	BY	DATE
BOUNDARY		
FIELD EDIT		
GEOMETRY		
DRAFTING	MEG	JAN. 1988
REVISION DATE:		
Δ	Δ	Δ
Δ	Δ	Δ
SCALE:	HOR. N.T.S.	FT.
	VER. N.T.S.	FT.

FUSS & O'NEILL
consulting engineers
MANCHESTER, CONNECTICUT

BRAINARD, MAXIM & RESERVE ROAD
ROAD IMPROVEMENT PROJECT
CONNECTICUT RESOURCES RECOVERY AUTHORITY

ROAD TIES

DATE JAN. 1988 FLD. BK. PROJECT 86-285A SHEET NO. 42 OF 40