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1	Sheet Structure, Stone Fill of Channel Sections

BENCH MARKS ARE BASED ON ASSUMED ELEVATIONS

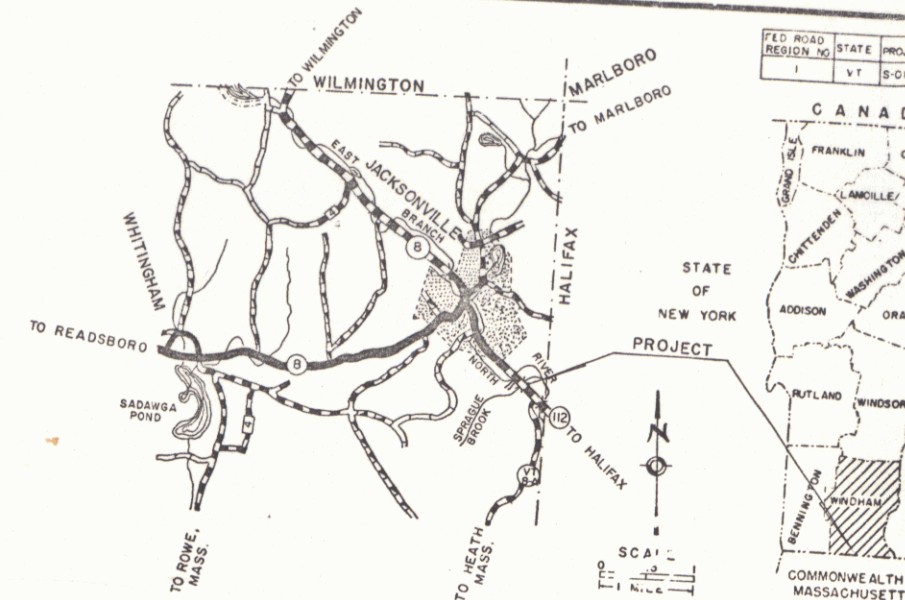
STATE OF VERMONT DEPARTMENT OF HIGHWAYS PROPOSED IMPROVEMENT

TOWN OF WHITINGHAM COUNTY OF WINDHAM VERMONT ROUTE NO. 112 HALIFAX-JACKSONVILLE ROAD

Beginning at a point approximately 0.45 miles northwesterly of the Halifax-Whitingham town line and extending northwesterly 0.057 miles.

LENGTH OF ROADWAY	278.8 FEET x 0.053 MILES
LENGTH OF BRIDGE	21.2 FEET x 0.004 MILES
LENGTH OF PROJECT	300.0 FEET x 0.057 MILES

1960 ADT	560
198 ADT	1100
198 DHV	220
V	50 M.P.H.
D	60%
T	6%



PROJECT NAME & NUMBER	TYPE	PAYMENT
WHITINGHAM S 0107(1)	TACK COAT	TYPE III
RECORD PLANS		
MATERIALS		
SUBBASE OF GRAVEL - HICK'S PIT, WHITINGHAM, VERMONT		
ASPHALT - MOBIL OIL CO. ALBANY, NEW YORK		
PEA STONE, STONE GRITS, AND SAND - W.E. DAILEY, BENNINGTON, VT.		
GUARD RAIL - S.T. GRISWOLD, WILLISTON, VT.		
CONCRETE - W.E. DAILEY, SEARSBURG, VERMONT		
REINFORCING STEEL - REPUBLIC STEEL CORP., BOSTON, MASS.		
C.G.M. ARCH - NORTHEASTERN CULVERT CORP., WESTMINSTER, CO.		
CONTRACTOR: W.H. MORSE, INC., BENNINGTON, VT.	CONTRACT:	
RESIDENT ENGINEER: J.E. WILMOTT & D.G. CADIS	DATED: SEPT. 14, 1964	
RECORD PLANS: R.P. RUSSELL	STARTED: SEPT. 24, 1964	
	COMPLETED: JUNE 8, 1965	
	ACCEPTED: JUNE 8, 1965	

CONVENTIONAL SIGNS

COUNTY LINE	SLOPE
TOWN LINE	RIGHT-
FENCE LINE	GROUND
STONE WALL	GRADE
UNFENCED PROPERTY	DEFLEC
GUARD RAIL	DEGREE
TRAVELED WAY	RADIUS
RAILROAD	TANGENT
RETAINING WALL	LENGTH
CENTER LINE	EXTEN
SURVEY LINE	POINT
CULVERT	POINT
DROP INLET	POINT
TROLLEY POLE	POINT
POWER POLE	POINT
TELEPHONE POLE	POINT
TREES	POINT
HEDGE	POINT

WHITINGHAM S 0107(1)
CONSTRUCTION COMPLETED: JUNE 8, 1965
RECORD PLANS: R.P. RUSSELL

PROJECT	WHITINGHAM
NUMBER	S 0107(1)
TYPE	TACK COAT
TYPE	TYPE III
CONTRACTOR	W.H. MORSE INC., BENNINGTON, VT.
YEAR	1965
LENGTH	0.057 MI.
LOCATION	Beginning at point approximately 0.45 miles northwesterly of the Halifax-Whitingham town line and extending northwesterly 0.057 miles

EAST BRANCH NORTH RIVER

SCALE
0 20 40 60 80 100
FEET

APPROVED DATE 8/1/64 ASS'T CHIEF ENGINEER	APPROVED DATE 8/1/64 SECONDARY ENGINEER	APPROVED DATE 8/1/64 DISTRICT ENGINEER	APPROVED DATE 8/1/64 BRIDGE ENGINEER	APPROVED DATE 8/1/64 DISTRICT ENGINEER	APPROVED DATE 8/1/64 HIGHWAY ENGINEER	APPROVED DATE 8/1/64 CHIEF ENGINEER
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DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS
APPROVED
DIVISION ENGINEER
PROJECT S NO. 0107(1)
SHEET 1 OF 15 SHEETS

Br# 512
MP 118 0.45
RIGHT-OF-WAY DIVISION
TOWN FILE
PERPETUAL
Town of 4112
(To Be Returned To R.O.W. Division)

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS
RIGHT-OF-WAY PLANS
(DETAIL SHEET)

TABLE OF PROJECT PROPERTY ACQUISITION

[illegible]

TABLE OF REVISION

REVISION NO.	SHEET NO.	DESCRIPTION OF REVISION	DATE	MADE BY	APPROVED BY

MADE BY: W. H. Baumann Jr. DATE: 1-22-64
CHECKED BY: W. L. Lho DATE: 1-24-64

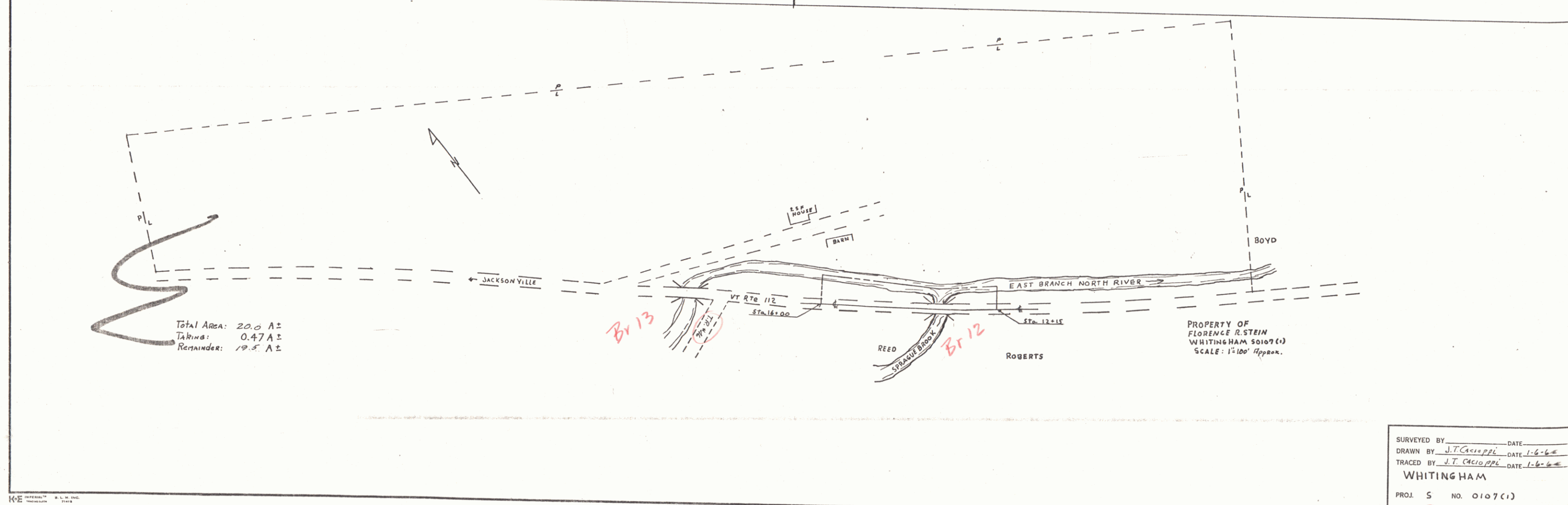
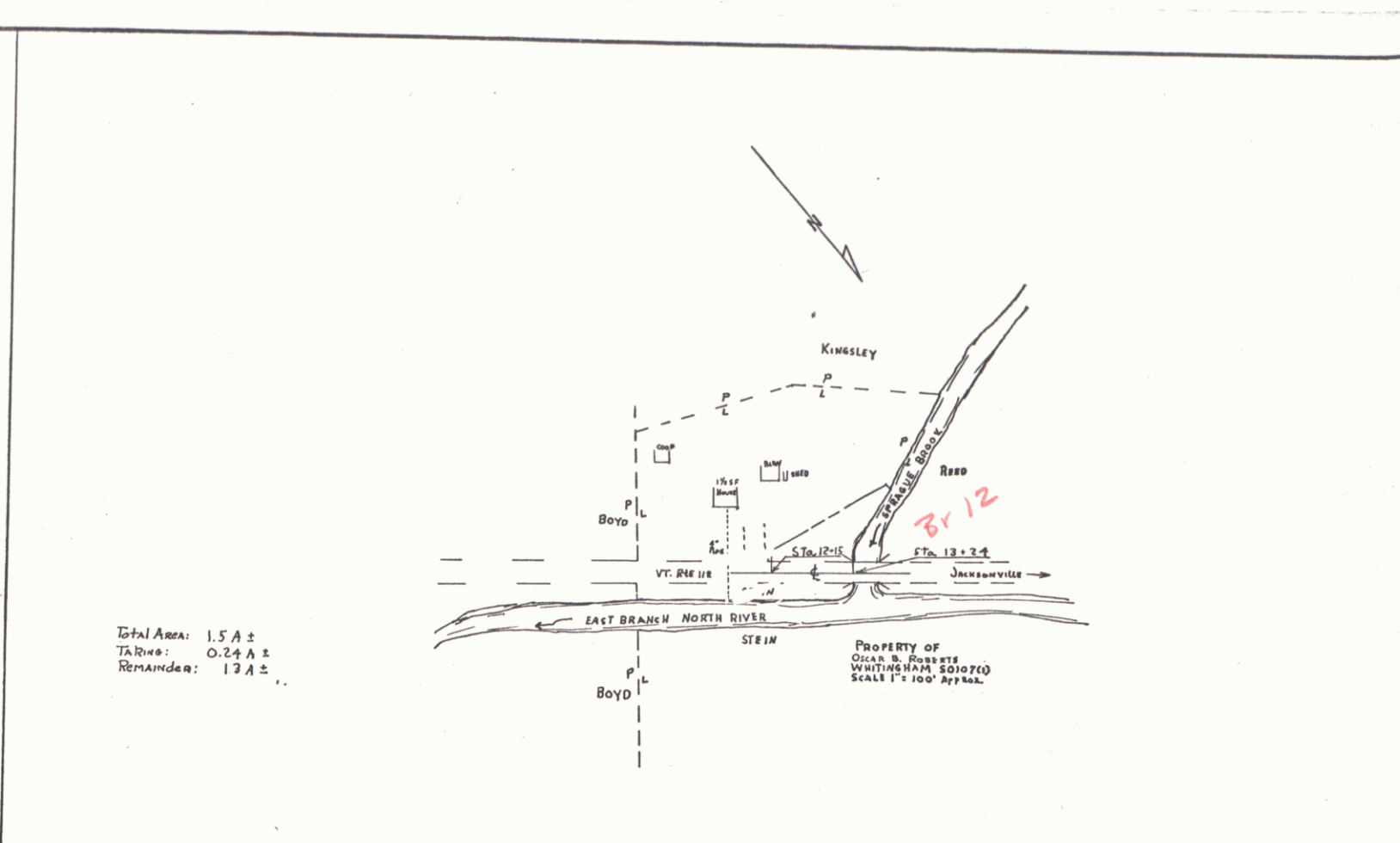
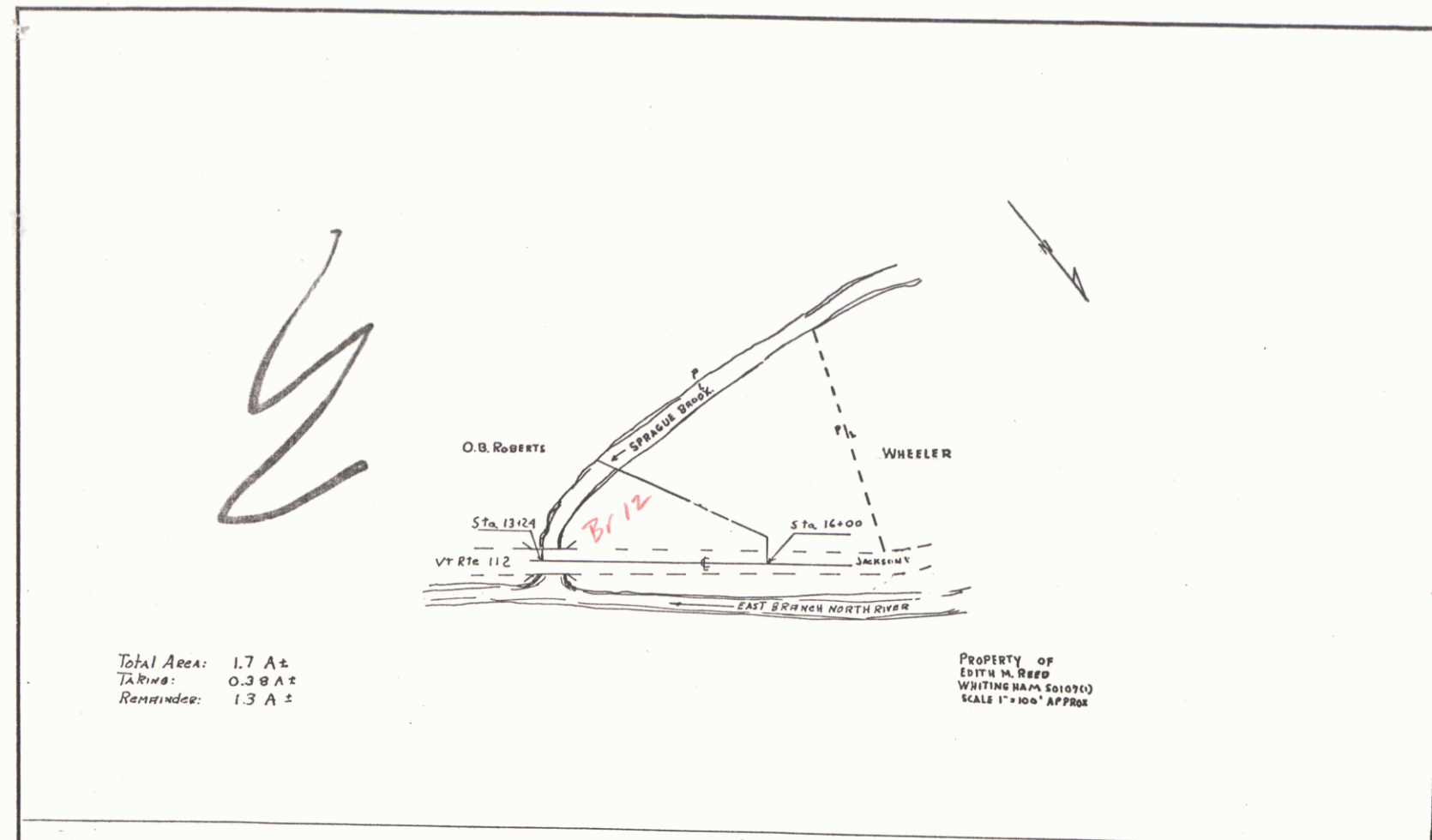
---//--- --//--- TAKING WITHOUT ACCESS
 ---//--- P ---//--- TAKING WITHOUT ACCESS ALONG PROPERTY LINES
 L
 --- --- --- TAKING WITH ACCESS
 --- --- --- PRESENT R.O.W.

LEGEN

The diagram shows a cross-section of a road cut. At the top, there are two horizontal lines labeled 'SR' (Shoulder Right) on the left and 'SLOPE RIGHTS' on the right. Below these, a horizontal line is labeled 'P' (Property Line) on the left and 'PROPERTY LINE' on the right. Further down, there are three horizontal lines labeled 'Δ' (Top of Cut) on the left and 'TOP OF CUT' on the right. At the bottom, there are three horizontal lines labeled '○' (Toe of Slope) on the left and 'TOE OF SLOPE' on the right.

APPROVED T. C. Barnatchy DATE 1-24-69
PROGRAM SUPERVISOR
APPROVED G. M. Lane DATE 1-24-69
IN CHARGE
APPROVED H. P. Ladigan DATE 1-24-69
R.O.W. DIRECTOR

WHITINGHAM S 0107(I)
SHEET 2A OF 15 SHEETS



SURVEYED BY _____ DATE _____
 DRAWN BY J.T. CACIO PPL DATE 1-6-64
 TRACED BY J.T. CACIO PPL DATE 1-6-64
 WHITINGHAM
 PROJ. S NO. 0107(1)
 SHEET 1 OF 1 R.O.W.

PLAN
 DATE 12-3-53
 DRAWN BY J. B. BROWN
 CHECKED BY J. B. BROWN
 IN CHARGE BY J. B. BROWN

PROFILE
 DATE 12-3-53
 DRAWN BY J. B. BROWN
 CHECKED BY J. B. BROWN
 IN CHARGE BY J. B. BROWN

PRESENT		NEW	
SINGLE SPAN CONCRETE ARCH BRIDGE		MULTI PLATE ARCH	
OVERALL SPAN	21.0'	21.22'	
1 SPAN	17.0'	15.0'	
CLEAR SPAN	17.0'	15.0'	
CLEAR HEIGHT	8.0'	8.6'	
ROADWAY WIDTH	16.0'	22.0'	
POOR CONDITION SOUTH ABUT 12HWS			
CRACK EXTENDING INTO ARCH			

STONE FILL FOR SLOPE PROTECTION
 LT Chan Sta 8+50-9+00

UNCLASSIFIED CHANNEL EXCAVATION
 LT Chan Sta 8+50-9+00
 Rt 12+50-13+30
 13+95-14+50

STONE FILL (HEAVY TYPE)
 LT 12+50-13+30
 13+95-14+50

RIPRAP FOR BANK PROTECTION
 LT 14+20-14+63
 13+64-14+16

TWO CABLE GUARD RAIL
 LT 14+00-14+63
 12+50-13+30
 14+00-14+63
 12+40-13+00

