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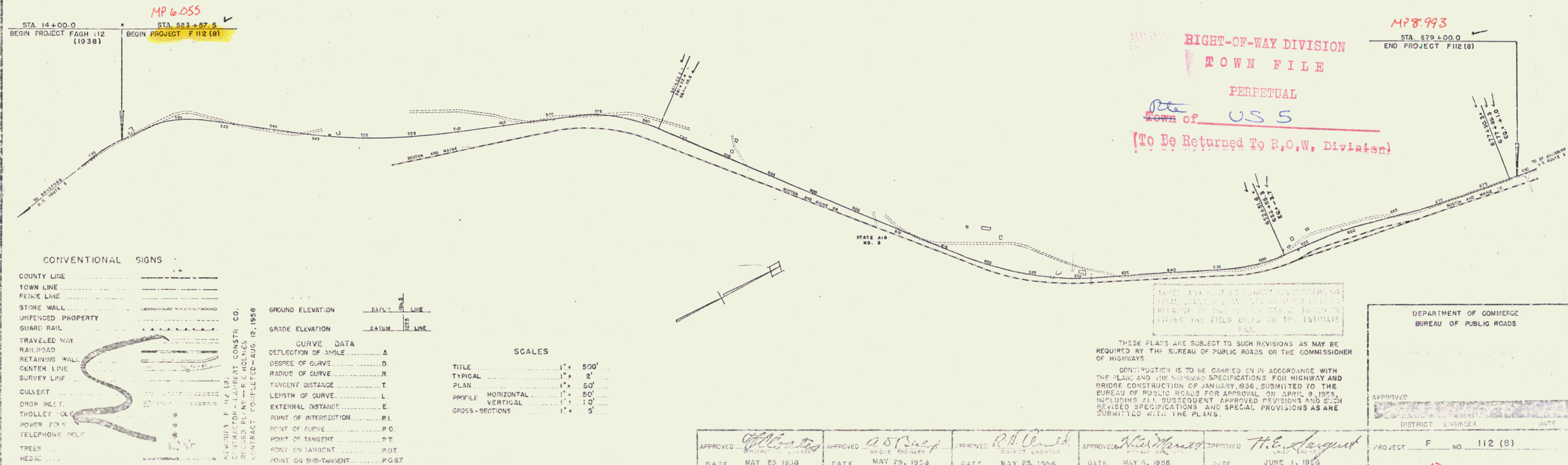
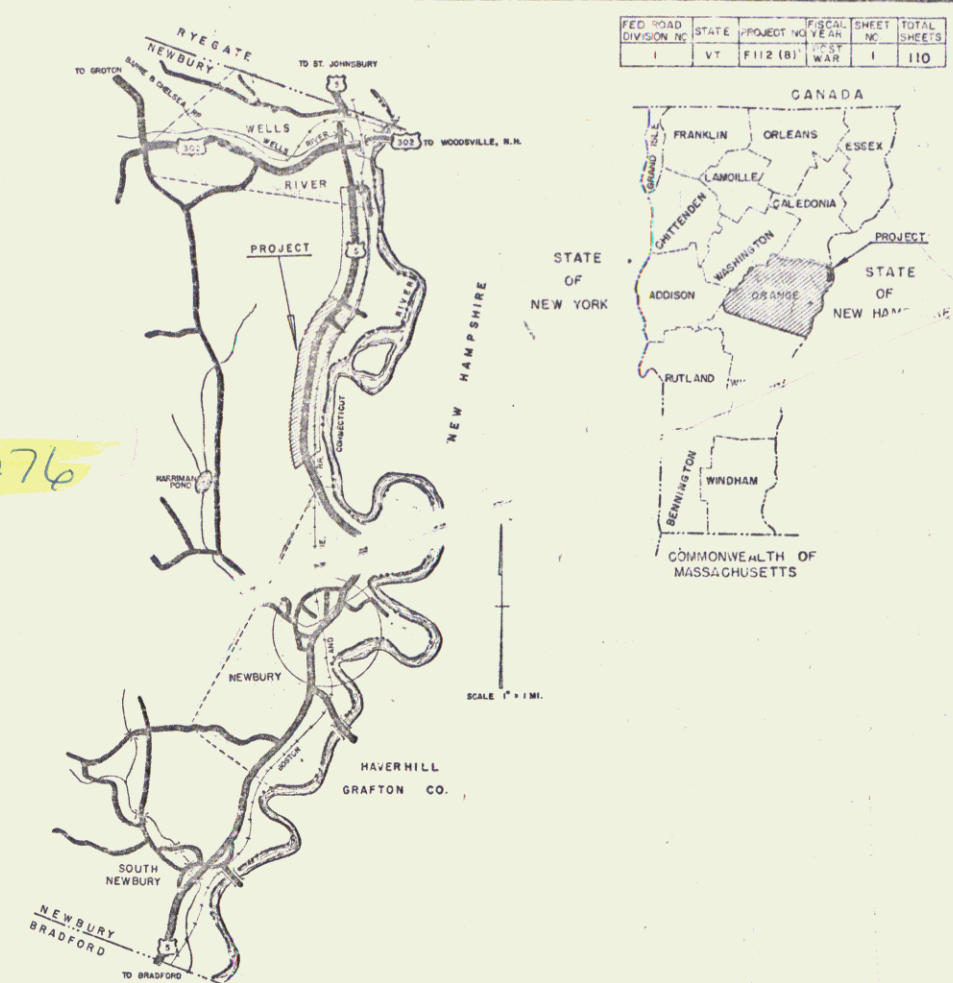
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29-110	CROSS SECTIONS

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS
PROPOSED IMPROVEMENT
FEDERAL PROJECT
TOWN OF NEWBURY
COUNTY OF ORANGE
U.S. ROUTE 5
BRADFORD-ST JOHNSBURY ROAD
(COW MEADOW)

Pin # 99R276

PROJECT NAME & NUMBER	TYPE	PAVMENT AREA
NEWBURY F 112 (8)	DBLE. TK. CT. REF. TAR WITH PEA STONE SEAL	37,912 S.Y.
RECORD PLANS		
MATERIALS		
GRAVEL - CONN. RIVER	ACCOMP - NEW ENGLAND METAL PIPE CO.	
CRUSHED GRAVEL - CONN. RIVER	HCP - VERMONT CONCRETE PIPE CORP.	
SAND - LEESE PIT-BOLTONVILLE & CONN. R.	CGM PLATE PIPE - NEW ENG. METAL PIPE CO.	
ASPHALT - SOCONY-RIVERSIDE, R.I.	GUARD RAIL - AMERICAN STEEL & WIRE CO.	
TAR - KOPPERS EVERETT, MASS.	GUIDE POSTS -	
CONTRACTOR - LAMBERT CONST. CO.	CONTRACT DATED - JUNE 28, 1956	
RESIDENT ENGINEER - JOHN A. SMYRSKI	CONTRACT STARTED - JULY 16, 1956	
INSPECTORS - ARONSON	CONTRACT COMPLETED - AUG. 12, 1956	
RECORD PLANS - R.C. HOLMES	CONTRACT ACCEPTED - AUG. 12, 1956	

BEGINNING AT A POINT 6.10 MILES NORTH OF THE
BRADFORD-NEWBURY TOWN LINE AND EXTENDING
NORTHERLY 15,509.6 FEET.
LENGTH OF PROJECT 15,509.6 FEET + 2.937 MILES



CONVENTIONAL SIGNS

COUNTY LINE	_____
TOWN LINE	_____
STONE WALL	_____
UNFENCED PROPERTY	_____
GUARD RAIL	_____
TRAVELED WAY	_____
RAILROAD	_____
RETAINING WALL	_____
CENTER LINE	_____
SURVEY LINE	_____
CULVERT	_____
DROP INLET	_____
THOLEY HOLE	_____
POWER POLE	_____
TELEPHONE POLE	_____
TREES	_____
HEADS	_____

NEWBURY F 112 (8)
RECORD PLANS - R.C. HOLMES
CONTRACT COMPLETED - AUG. 12, 1956

GROUND ELEVATION	GRADE ELEVATION
_____	_____

CURVE DATA

DEFLECTION OF ANGLE	A
DEGREE OF CURVE	D
RADIUS OF CURVE	R
TANGENT DISTANCE	T
LENGTH OF CURVE	L
EXTERNAL DISTANCE	E
POINT OF INTERSECTION	P.I.
POINT OF CURVE	P.C.
POINT OF TANGENT	P.T.
POINT ON TANGENT	P.O.T.
POINT ON SUB-TANGENT	P.O.S.T.

SCALES

TITLE	1" = 500'
TYPICAL	1" = 2'
PLAN	1" = 50'
PROFILE HORIZONTAL	1" = 50'
PROFILE VERTICAL	1" = 10'
CROSS-SECTIONS	1" = 5'

THESE PLANS ARE SUBJECT TO SUCH REVISIONS AS MAY BE
REQUIRED BY THE BUREAU OF PUBLIC ROADS OR THE COMMISSIONER
OF HIGHWAYS.

CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH
THE PLANS AND THE STANDARD SPECIFICATIONS FOR HIGHWAY AND
BRIDGE CONSTRUCTION OF JANUARY, 1956, SUBMITTED TO THE
BUREAU OF PUBLIC ROADS FOR APPROVAL ON APRIL 9, 1956,
INCLUDING ALL SUBSEQUENT APPROVED REVISIONS AND SUCH
REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE
SUBMITTED WITH THE PLANS.

APPROVED DATE MAY 25, 1956	APPROVED DATE MAY 29, 1956	APPROVED DATE MAY 25, 1956	APPROVED DATE MAY 4, 1956	APPROVED DATE JUNE 1, 1956	PROJECT F NO. 112 (8) SHEET 1 OF 110 SHEETS
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STEARNS R. JENKINS US 5 1

Three Cable Guard Rail With Steel Posts
RT
524+18 - 530+58

Plant Guard Rail
528+00 LT
530+00 LT 24'

STEEL GUIDE POSTS
530+05 LT

Construct Drive
525+00 LT
+15
526+75 LT

Turnout
528+75 - 530+25 LT
528+50 - 529+75 LT

Removal of Present Road Surface Item 116
527+60 - 532+00 LT

Removal of Present Guard Rail
Lt
530+00 - 531+00
529+50 - 530+88
Guide Posts (Steel)
Lt
522+00 - 522+50
526+00

#1 CARLTON W. & BEULAH GRAY
CULVERT RIGHTS - STA 522+50+
SLOPE RIGHTS - STA 525+40 - 526+40+
COND 3/23/56
RECORDED NEWBURY - BK 46 - PG 235/248 - 3/23/56
(NOT TAKEN)

#2 ELIZABETH H. DODGE ESTATE
(A 0.15+) STA 523+00 - 525+18+
CULVERT RIGHTS - STA 522+50+
COND 3/23/56
RECORDED NEWBURY - BK 46 - PG 235/248 - 3/23/56

$\Delta 13'49" RT$
D 3'
R 1910.1
T 231.4
L 1400
E 130
Bank 3/4' per ft

14'000 =
BEGIN PROJECT
FACH 112 (1938)
Construct Approach
523+575
BEGIN PROJECT
F112(8)

CARLTON W. & BEULAH GRAY
JOHN L. & MEYERETT M. BEULAH GRAY
MAHNER
NO. 1

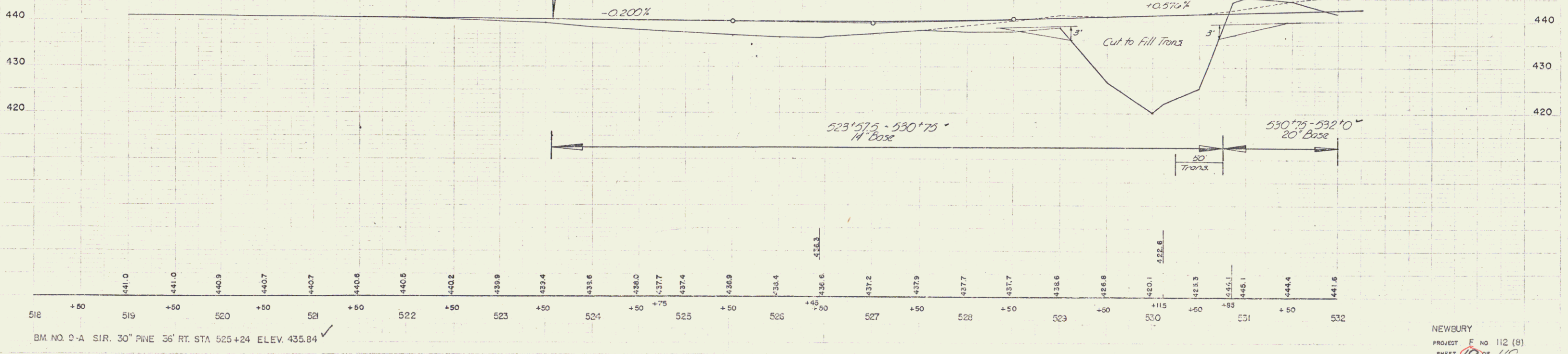
HARLEY W. & MERYL G. LEARNED & STELLA C. LEARNED

PI 529+63.2
529+42.9

#3-A HARLEY W. LEARNED, MERYL G. LEARNED & STELLA C. LEARNED
(A 2.31+) STA 525+13 - 537+93+
COND 3/23/56
RECORDED NEWBURY - BK 46 - PG 235/248 - 3/23/56

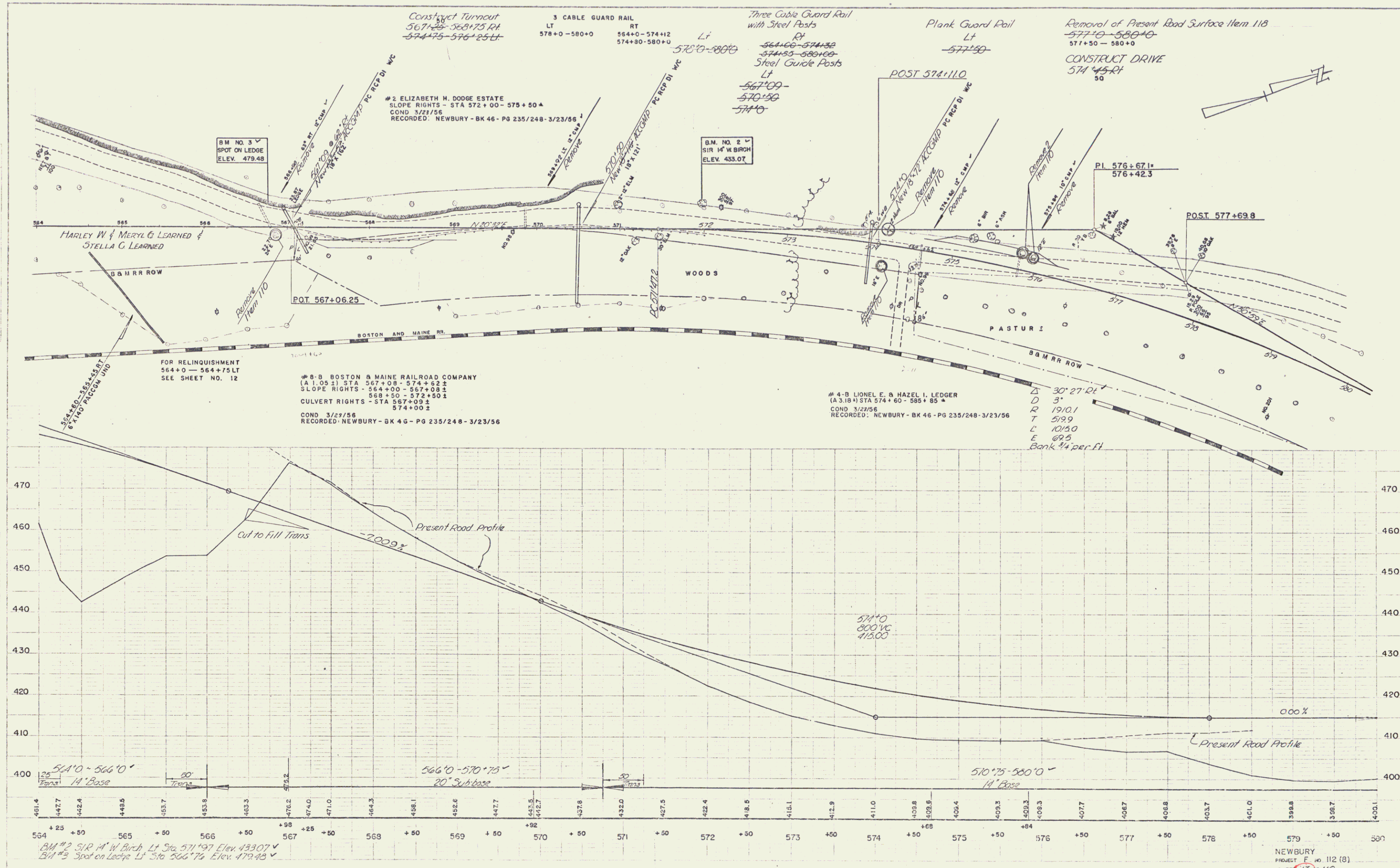
$\Delta 33'38" RT$
D 5'
R 1146.3
T 346.5
L 672.7
E 51.2
Bank 3/4' per ft

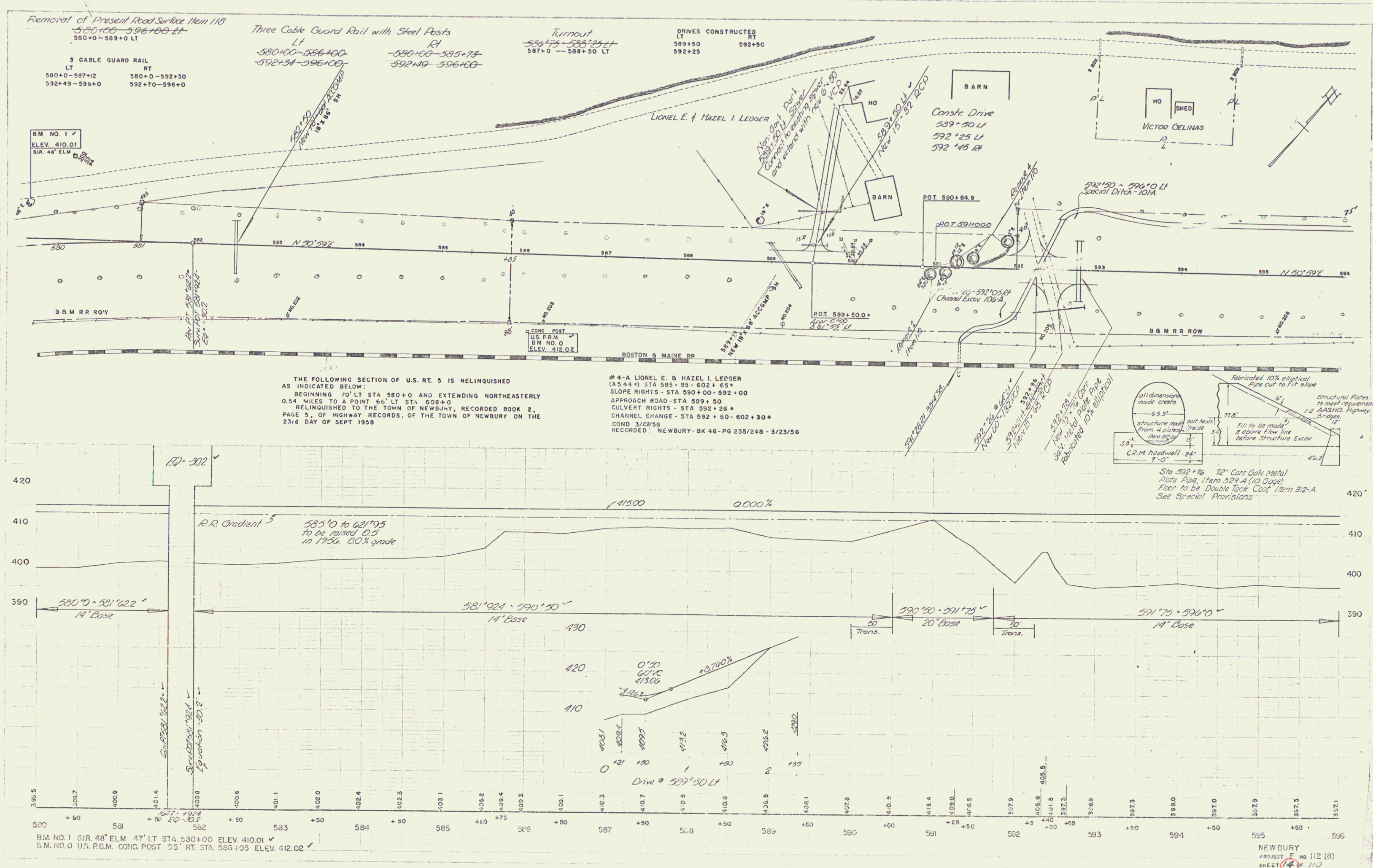
1944
11/55
SPALDING
JONES
JONES



BM NO. 0-A SIR. 30" PINE 36' RT. STA 525+24 ELEV. 435.84

NEWBURY
PROJECT F NO 112 (8)
SHEET 10 OF 110





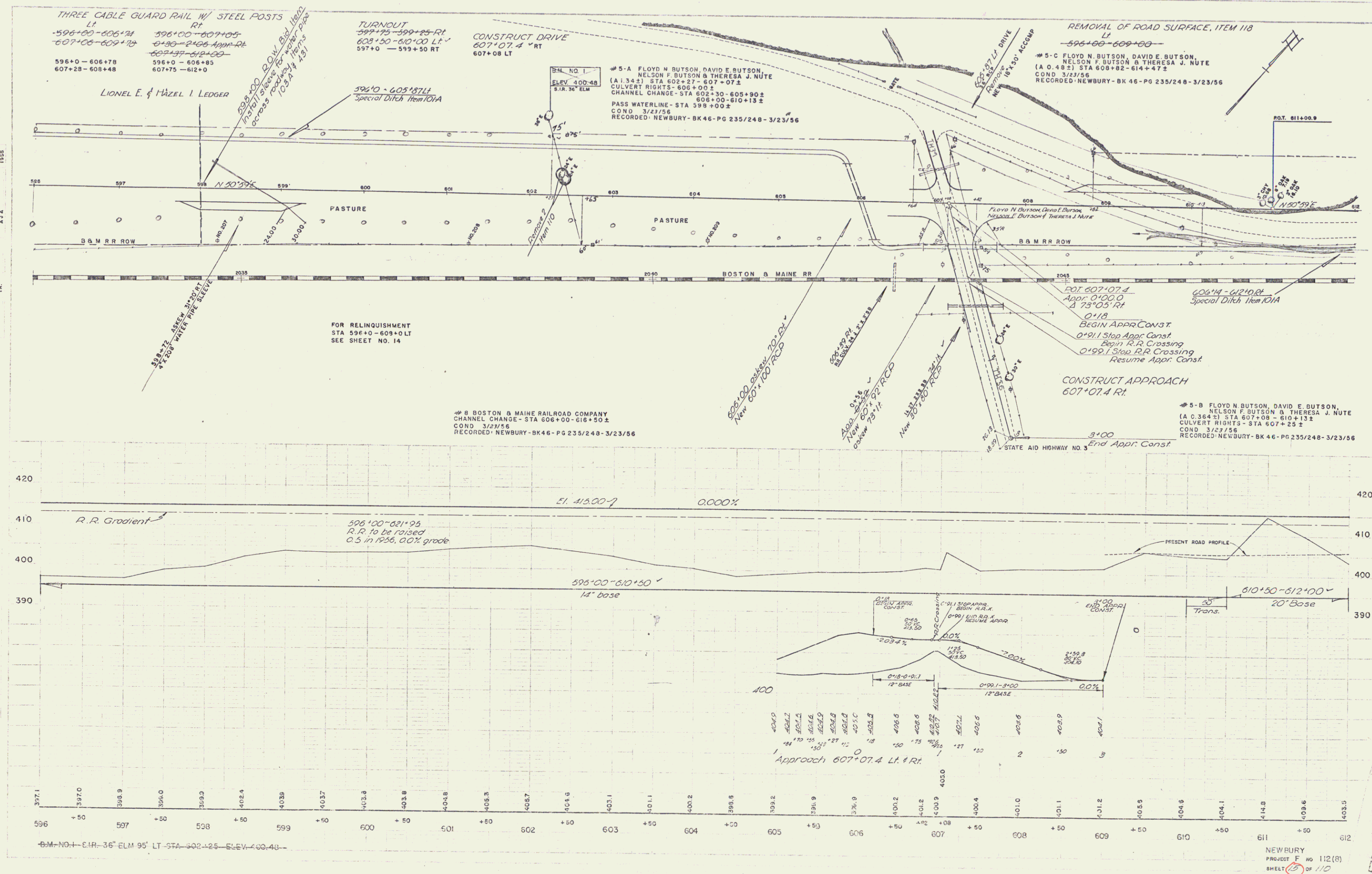
SPALLING
A.A.
1952

SPALLING
A.A.
1955

BM. NO. 1 SUR. 48" ELM. 47' LT. STA. 580+00 ELEV. 410.01 ✓
B.M. NO. 0 U.S. P.M. CONC. POST 25' RT. STA. 586+05 ELEV. 412.02 ✓

NEWBURY
PROJECT NO. 112 (8)
SHEET 14 OF 110

6



Construct Drives
631'18" RT. & LT

Construct Turnout
629'12" - 631'25" LT
633'12" - 634'25" RT
633'50 - 641'0 RT

Three Cable Guard Rail w/ Steel Posts.
LT
628'00 - 629'75
RT
628'00 - 630'49
641'14 - 644'00

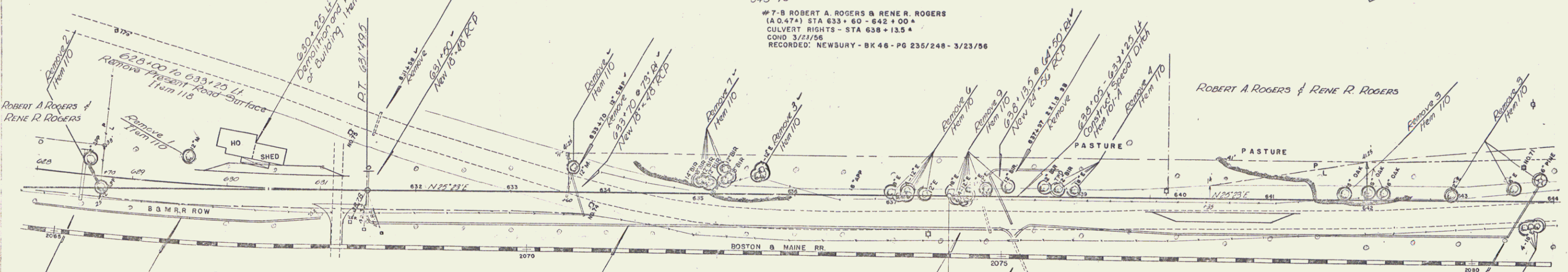
Plank Guard Rail
633'10 LT

Steel Guide Posts
LT
631'50
633'50
638'35
643'75

RT
631'50
633'50
633'35

REMOVAL OF PRESENT ROAD SURFACE
628'0 - 633'0 LT

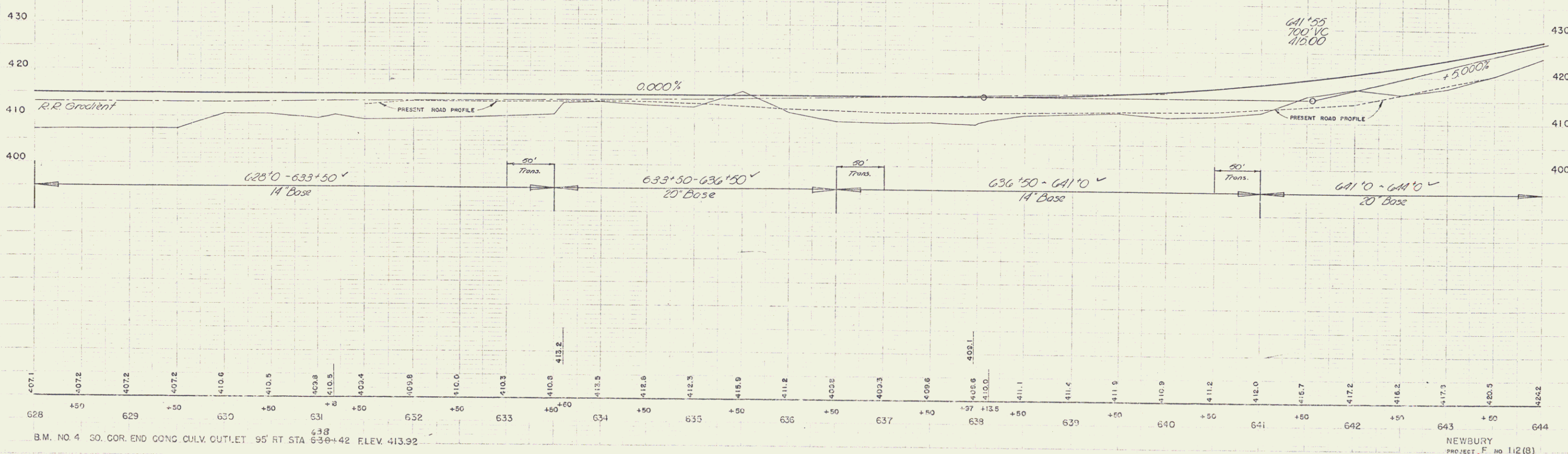
#7-B ROBERT A. ROGERS & RENE R. ROGERS
(A 0.47) STA 633+60 - 642+00
CULVERT RIGHTS - STA 638+13.5
COND 3/23/56
RECORDED: NEWBURY - BK 46 - PG 235/248 - 3/23/56



THE FOLLOWING SECTION OF OLD U.S. RTE. 5 IS RELINQUISHED
AS INDICATED BELOW:
BEGINNING AT A POINT 60' LT STA 615+15 AND EXTENDING
NORTHERLY 0.313 MILES TO A POINT 60' LT STA 632+0
RELINQUISHED TO THE TOWN OF NEWBURY, RECORDED BOOK 2,
PAGE 5, OF HIGHWAY RECORDS OF THE TOWN OF NEWBURY 23/9/58

#10 WALTER E. & INEZ F. JOCK
(A 1.00) STA 628+68 - 634+00
W.C. 4/28/54
RECORDED: NEWBURY - BK 46 - PG 1 - 4/28/54

#8-C BOSTON & MAINE RAILROAD COMPANY
(A 1.36) STA 640+35 - 652+30
CULVERT RIGHTS - STA 631+00
638+13.5
643+75
COND 3/23/56
RECORDED: NEWBURY - BK 46 - PG 235/248 - 3/23/56

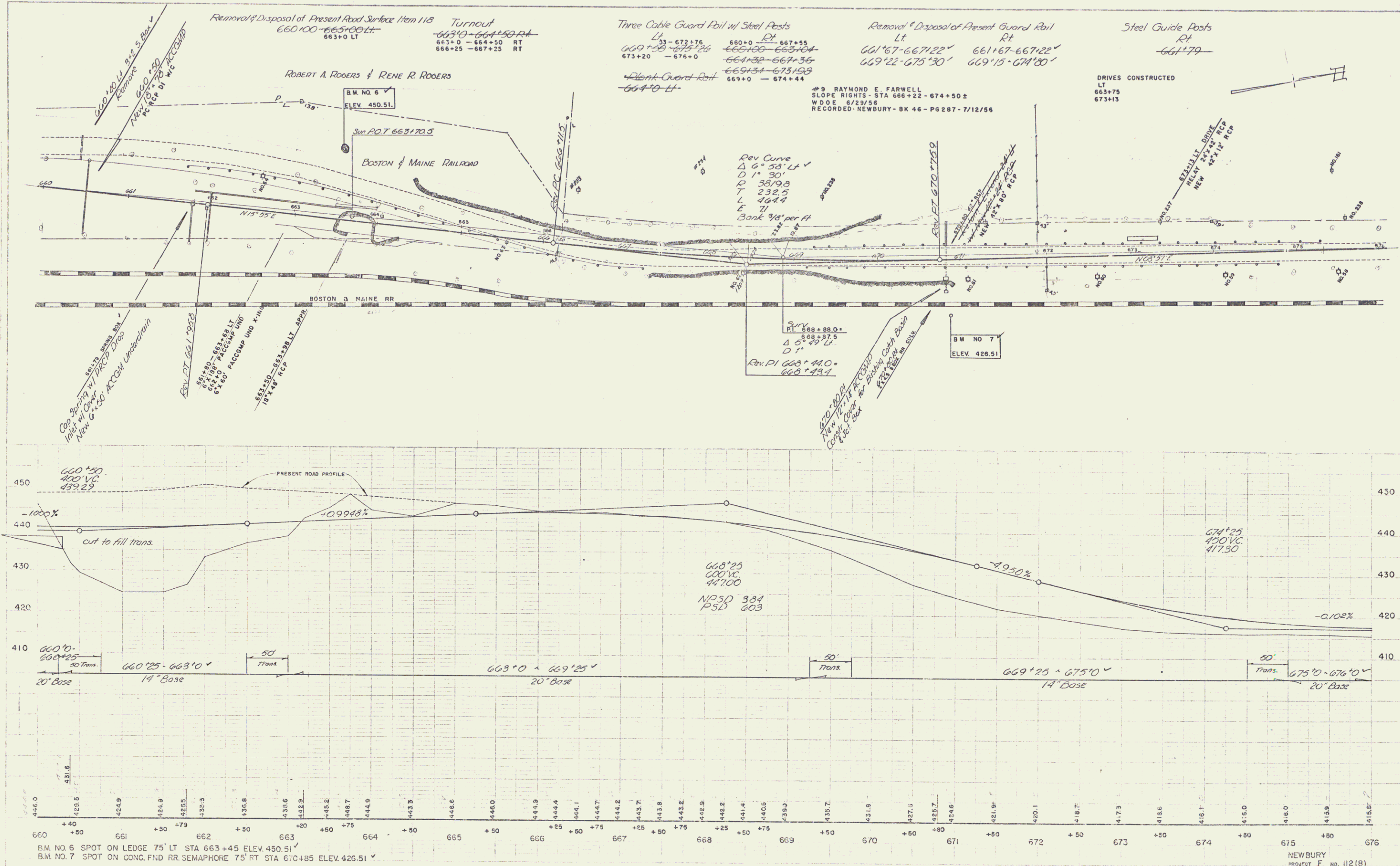


B.M. NO. 4 SO. COR. END CONC. CULV. OUTLET 95' RT STA 638+42 ELEV. 413.32

NEWBURY
PROJECT NO 112 (B)
SHEET 170 110

1944
SPALLS
A.J.A.
1955

1944
SPALLS
A.J.A.
1955



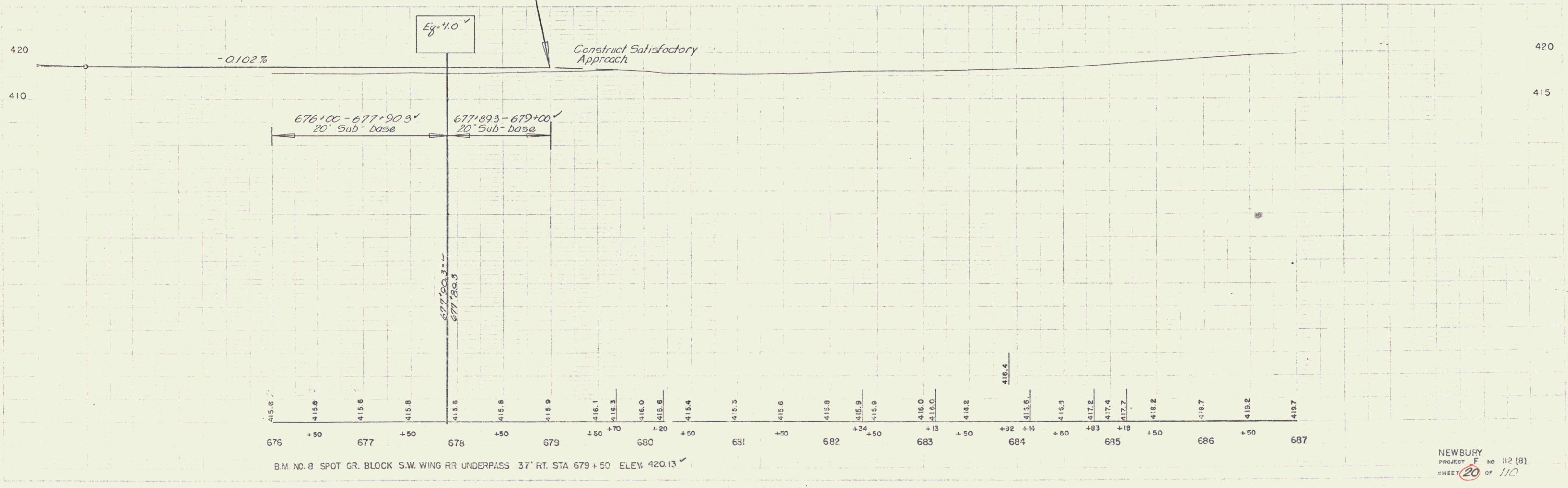
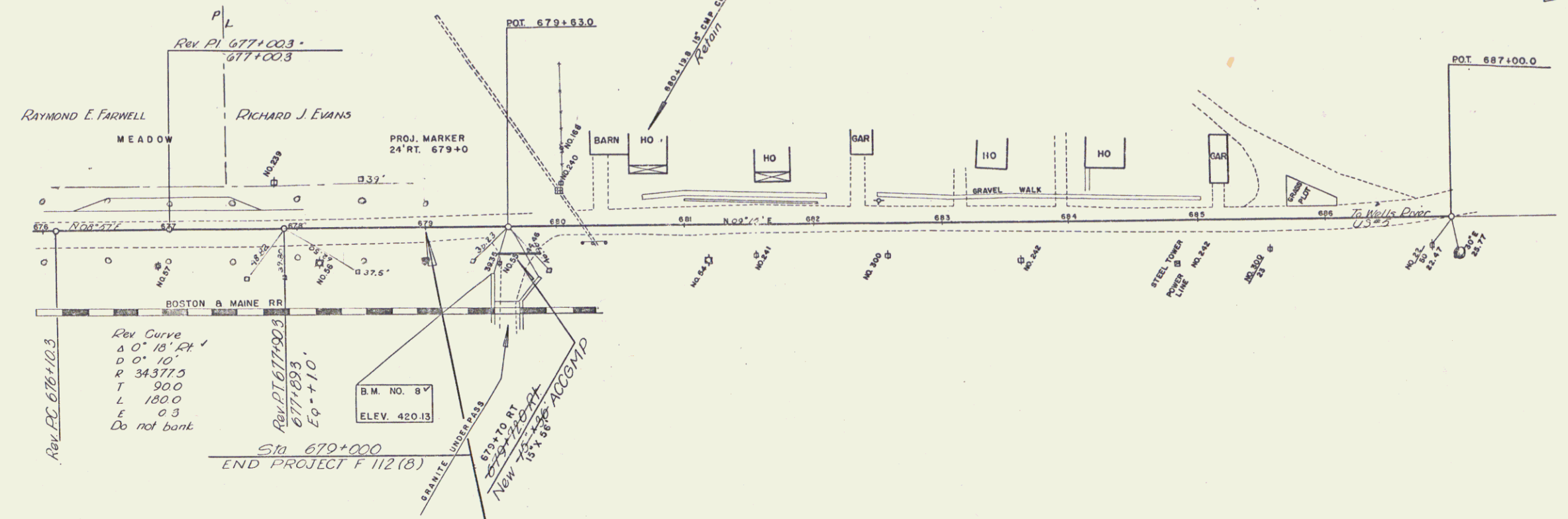
Turnout
676+25 - 677+45 LT
676+0 - 678+0 RT

DRIVES CONSTRUCTED
LT
679+50
RT

3 CABLE GUARD RAIL
LT
676+0 - 676+39

1944
1955
SPALLING
A.J.A.

1944
1955
SPALLING
A.J.A.



NEWBURY
PROJECT F NO 112 (8)
SHEET 20 OF 110