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2 TYPICAL CROSS-SECTION OF IMPROVEMENT

3 Details of construction *Banking & widening cables*

4-7 *Legends*

8 Series S-30 Cable Guard Rail

9 S-28 Pipe Culverts

10 S-18 No. 28-79 Use 70' Span 60° Skew *Spans 1+3-Use C&B 33 1/2' 210' or equiv.*

11 S-8 No. 60 Blast Plate

12 " " Piers

13 " " Abutments

14 S-8 No. 59 Cable Rail

15 S-8 No. 20 Typical Details (details S103, S105, S108, S109, S111, S112, Gen. Notes)

16 S-8 No. 21 Typical Details (details S114 (Modify A Bars 16 22'-2" 19) S116)

17 S-8 No. 11 Barricades, Lights, etc.

18-33 Cross Sections

Standard Structures Sheet Series S No. 30, approved by the Chief Engineer on August 15, 1933.

Standard Structure Sheet Series S No. 28, approved by the Chief Engineer on July 11, 1933.

(Not to be returned to H.O.O. Division)

U.S. 5

PERMANENT

ETI H MON

NOISIAID 27M-26-LEGIN

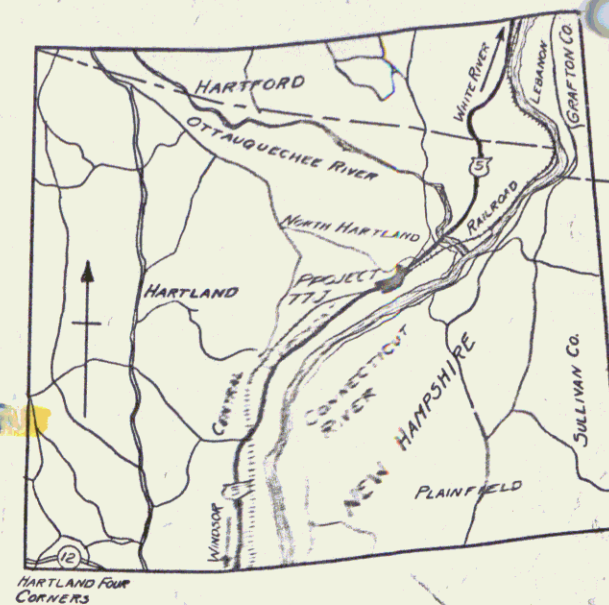
STATE OF VERMONT
STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY
TOWN OF HARTLAND
HARTLAND OVERPASS

U. S. WORKS PROGRAM GRADE CROSSING PROJECT NO. WPGH 77-J

BEGINNING 1.4 MILES SOUTH OF THE HARTLAND
HARTFORD TOWN LINE AND EXTENDING SOUTHERLY
1738.3 FEET = 0.329 MILES

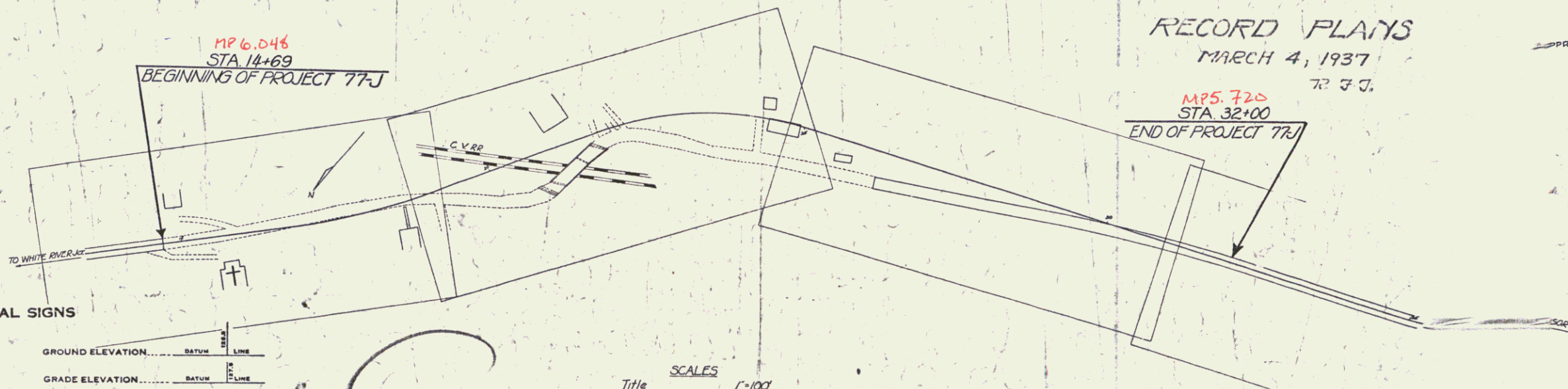
LENGTH OF BRIDGE 222.0 FEET = 0.042 MILES
LENGTH OF APPROACHES 935.3 FEET = 0.177 MILES
LENGTH OF ROADWAY 581.0 FEET = 0.110 MILES
LENGTH OF PROJECT 1738.3 FEET = 0.329 MILES



Route: US5

Project: WPGH 77-J

Pin# 9912330



RECORD PLAYS

MARCH 4, 1937

72 J. J.

MP 5.725
STA 32+00
END OF PROJECT 77-J

CONVENTIONAL SIGNS

COUNTY LINE	---
TOWN LINE	---
FENCE LINE	---
STONE WALL	---
UNFENCED PROPERTY	---
GUARD RAIL	---
TRAVELED WAY	---
RAILROAD	---
RETAINING WALL	---
CENTER LINE	---
SURVEY LINE	---
CULVERT	---
DROP INLET	---
TROLLEY POLE	---
POWER POLE	---
TELEPHONE POLE	---
TREES	---
HEDGE	---

GROUND ELEVATION	BATH
GRADE ELEVATION	BATH

CURVE DATA

DEFLECTION ANGLE	Δ
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.

SCALES

Title	1"=100'
Typical	1"=20'
Plan	1"=20'
Profile	1"=20'
Cross Sections	1"=5'

These plans are subject to such revisions as may be required by the Bureau of Public Roads and the Commissioner of Highways. Construction is to be carried on in accordance with the plans and standard road and bridge specifications of 1930, all subsequent approved revisions, the National Recovery Act special provisions, and such revised specifications and special provisions as are submitted with the plans.

11136

APPROVED

U.S. Dist. Court, Vermont

72 J. J.

APPROVED

COMMISSIONER

APPROVED

COMMISSIONER

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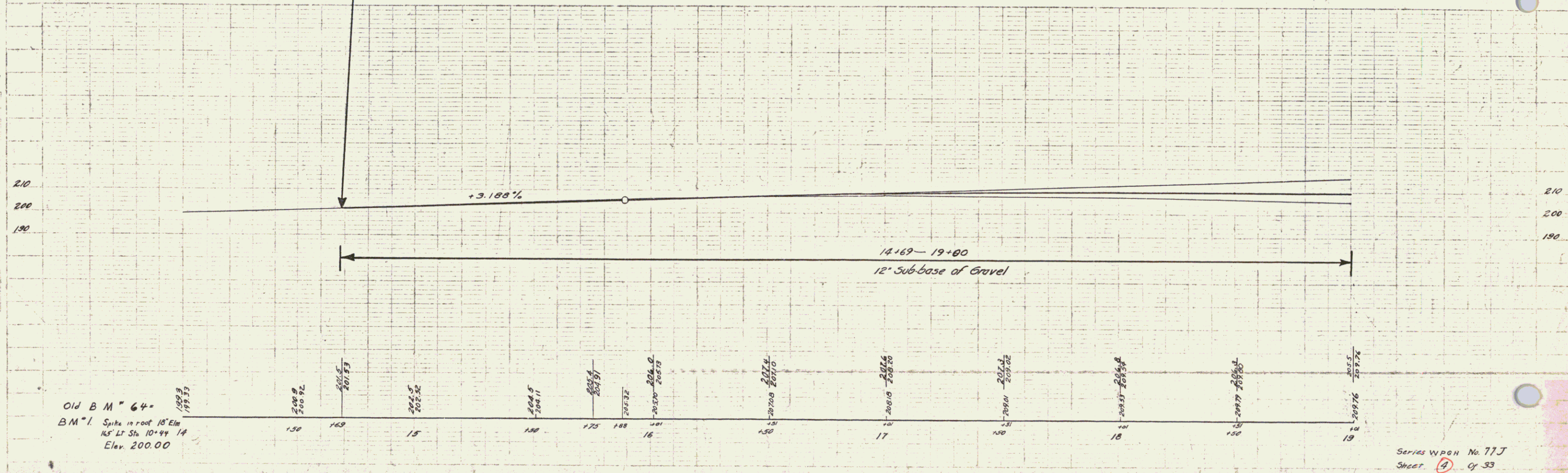
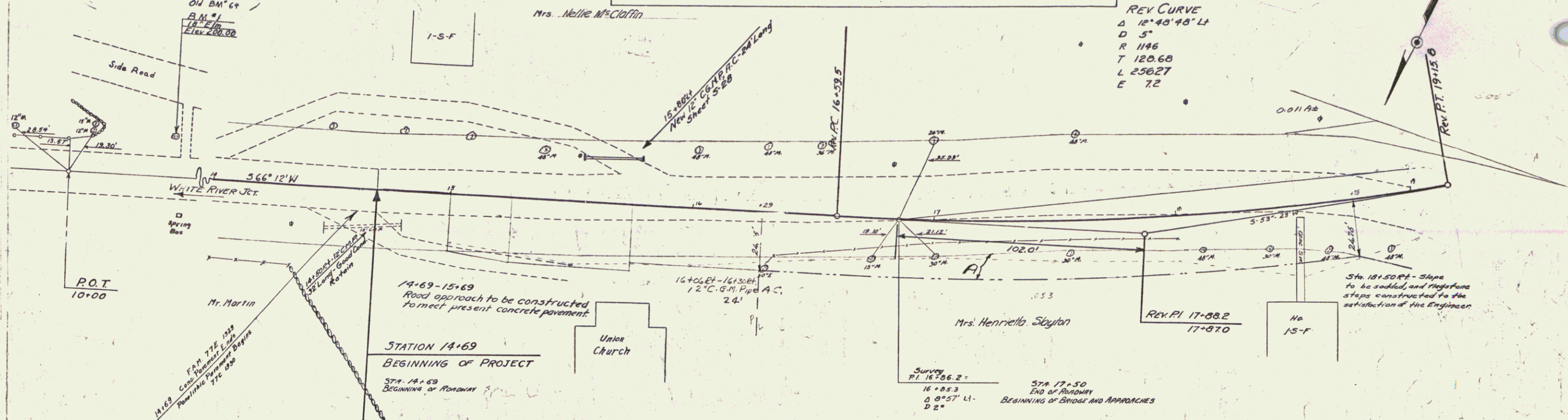
APPROVED

COMMISSIONER

Parcel	Kind of Instrument	Date of Grant	Grantee	Recorded	Remarks
A	C.C.D.	10-25-35	Henrietta Clayton	Sta 14.3A	38.5 11-30-35

WASH
77J 1935 4 93

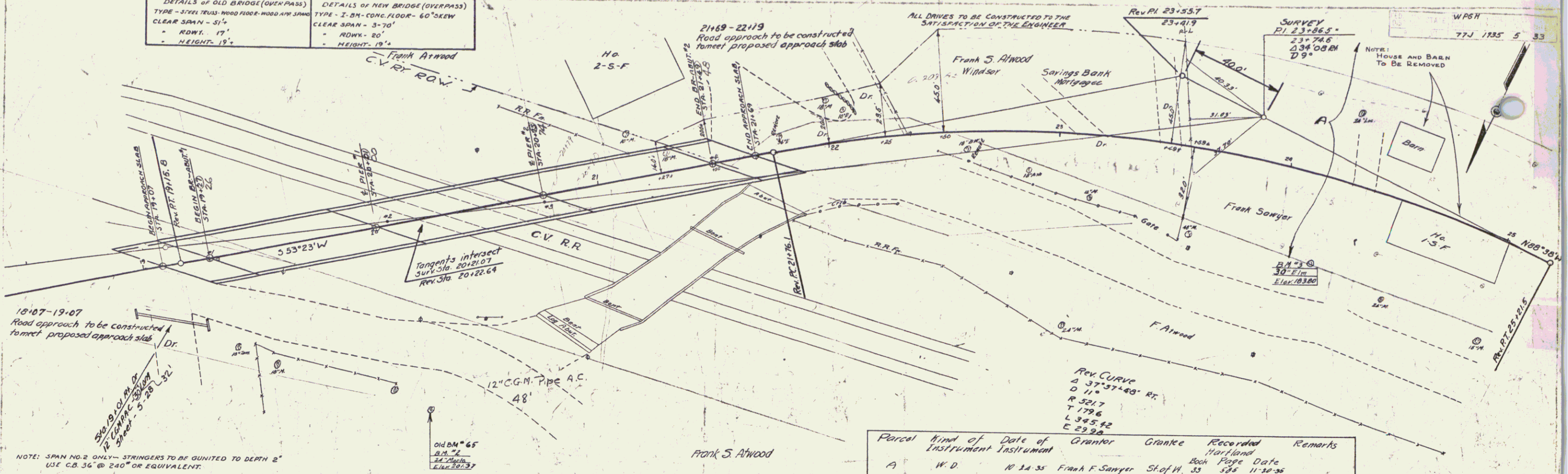
REV CURVE
Δ 12° 48' 48" LT
D 5'
R 1146
T 120.68
L 256.27
E 7.2



Old B.M. "64"
B.M. "1" Spike in root 18' Elm
165' Lt Sta 10+00 14
Elev. 200.00

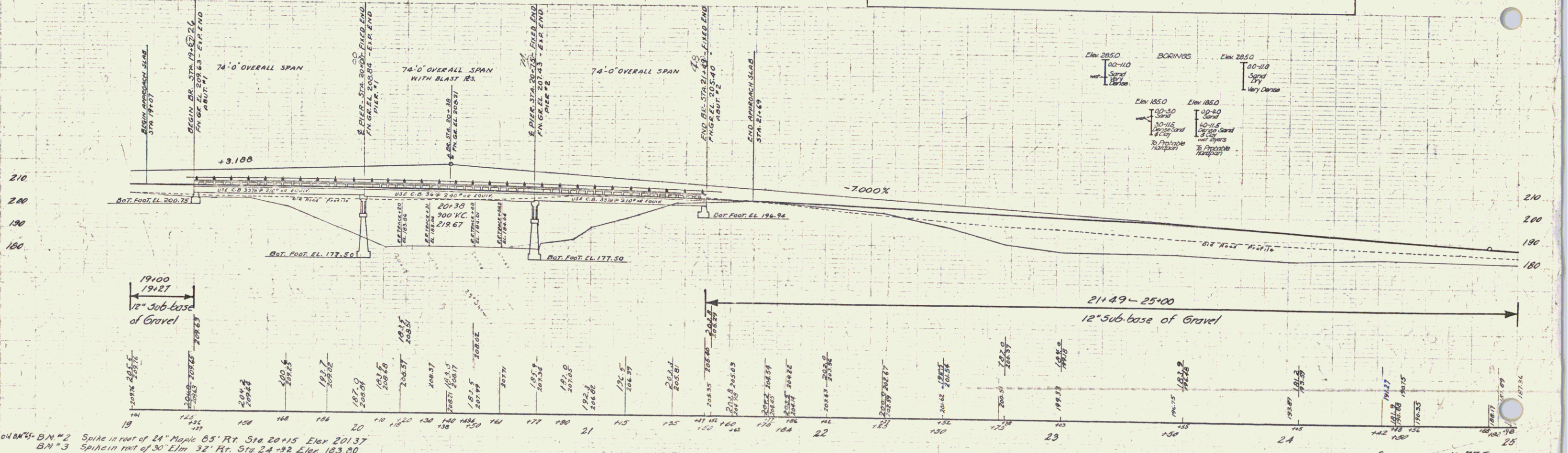
Series WPOH No. 77J
Sheet 4 of 33

DETAILS OF OLD BRIDGE (OVERPASS)	DETAILS OF NEW BRIDGE (OVERPASS)
TYPE - STEEL TRUSS, WOOD FLOOR, WOOD AND IRON JOISTS	TYPE - I-BM CONC. FLOOR - 60' SKREW
CLEAR SPAN - 51'	CLEAR SPAN - 3-70'
RDWY. - 19'	RDWY. - 20'
HEIGHT - 19'	HEIGHT - 19'



NOTE: SPAN NO. 2 ONLY - STRINGERS TO BE GUINUED TO DEPTH 2'
USE C.B. 36 @ 240\"/>

Parcel	Kind of	Date of	Grantor	Grantee	Recorded	Remarks
A	W.D.	N 14 35	Frank F. Sanger	Sh. of H.	33	535 11-10-35



04 BM 45 - B.M. #2 Spike in front of 24\"/>

Series W.P. 77J
Sheet 5 of 33

Sta 25+00 End Full Bank
Transition 100' Long

AR 370 25+77.5
Sum 378 257.702
Eq. = 23.74

CAUTION
COOP

26+50
NEW 15' RCP
D.I. 7' TOP

FRANK SAWYER

1710.08
-0.11260 4.7

N 80° 38' W

J.F. WITHINGTON

22% 21' RCP (Good Cond. - Brown)
Extend 160' left with 24' RCP
Sheet 528

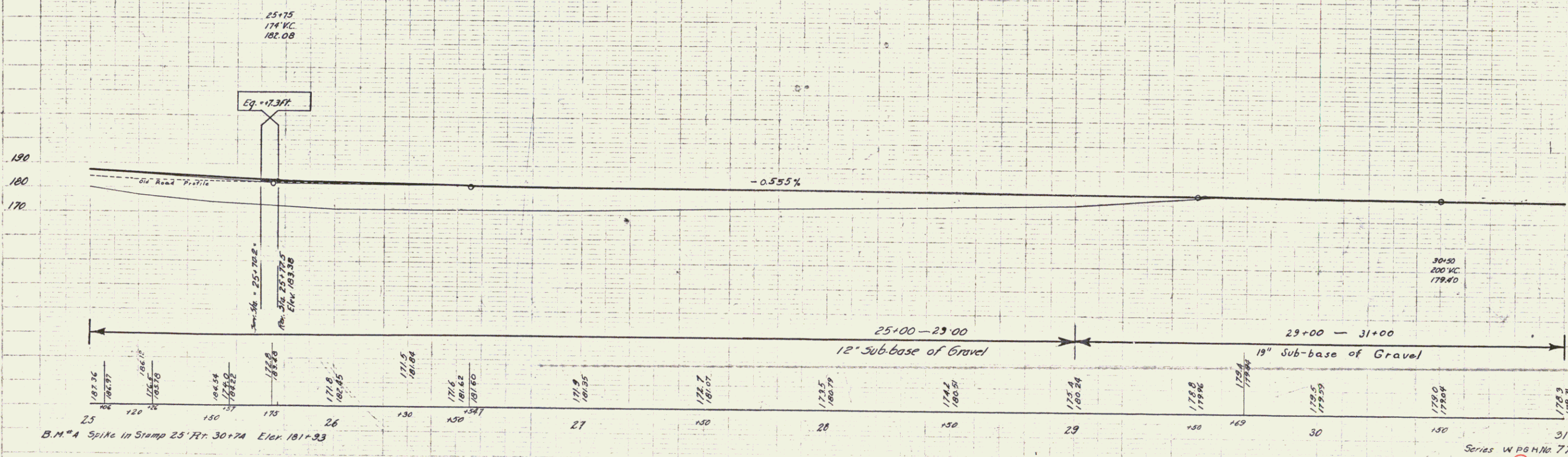
W.P.H. No. 77J
DATE 1935 6 33

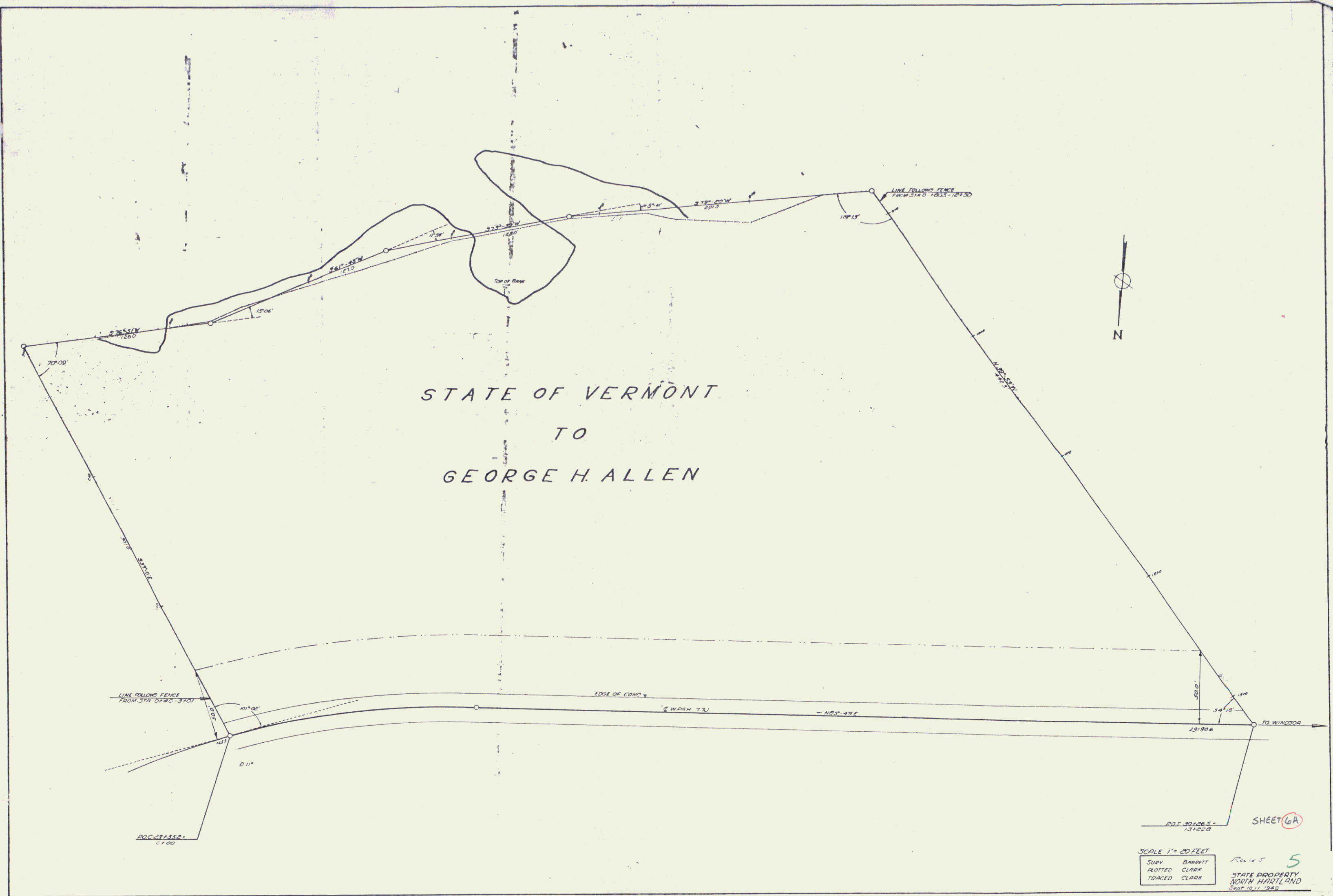
R.R. Fr.

Sta. 29+00
END OF BRIDGE AND APPROACHES
BEGINNING OF ROADWAY

B.M. #4
Stamp
Jan 10 1935

Parcel	Kind of Instrument	Date of Grant	Grantor	Grantee	Recorded	Remarks
A	W.D.	10-24-35	Frank F. Sawyer	Shelf H.	33 385	11-30-35
A'	G.C.D.	11-8-35	J.F. Withington et al.	-	34 366	11-30-35





F. Withington

28+00 to 32+00
Road approach to be constructed
to meet present pavement.

P.O.T. 34+00

To Windsor

STATION 32+00
END OF PROJECT

STA. 32+00
END OF ROADWAY

C.V. R.R.

-2.000%

31+00 - 32+00
15' Sub-base of Gravel

