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7	55+00 - 64+00
8	64+00 - 71+50
9	CROSS SECTIONS

STATE OF VERMONT
STATE HIGHWAY DEPARTMENT

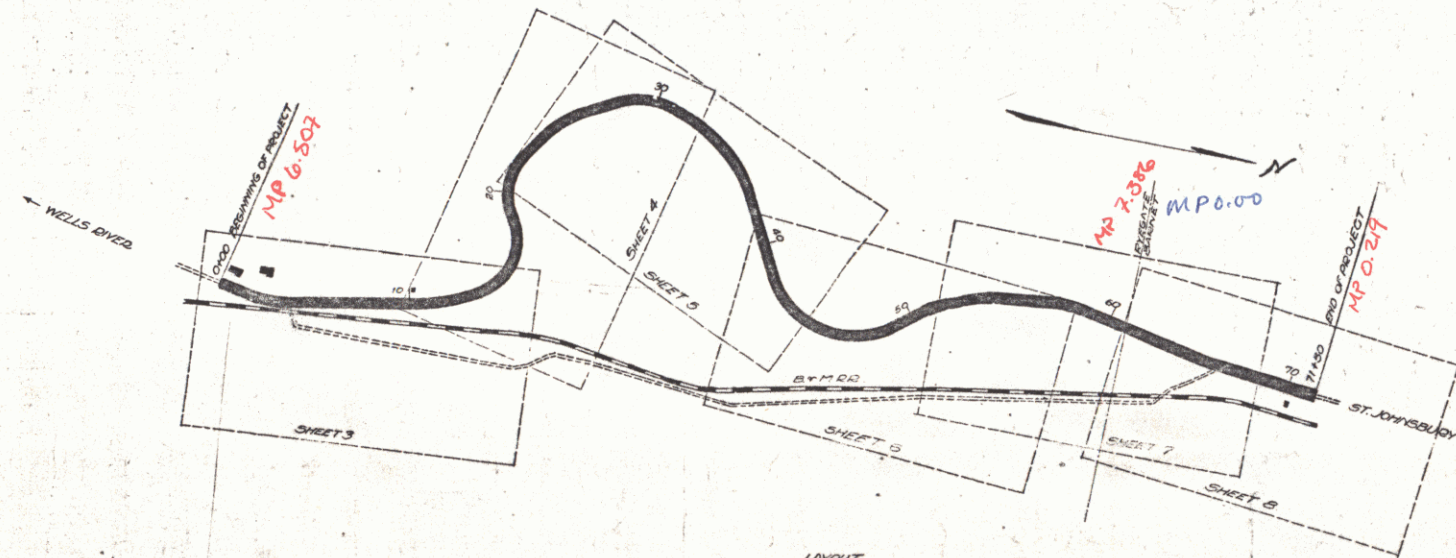
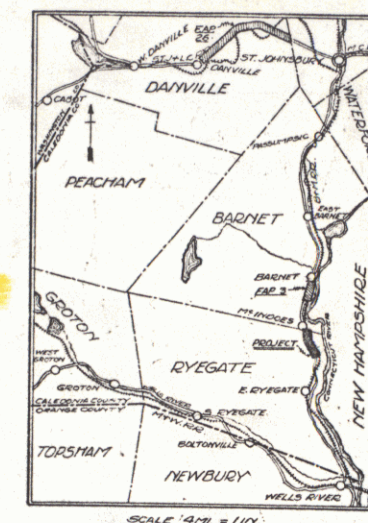
PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY
FEDERAL AID PROJECT

TOWNS OF
RYEGATE-BARNET.

CONNECTICUT RIVER ROAD
FROM "TRASK CROSSING" 1.36 MI. NORTHERLY.

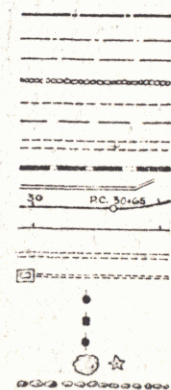
Route: US5
Project: FAP 74A
Pin # 99R346

PLAN: 1 IN. = 50 FT.
SCALE: PROFILE 1 IN. = 50 FT.
SCALE: CROSS SECTIONS 1 IN. = 5 FT.



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 DATUM LINE
GRADE ELEVATION DATUM LINE

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.

RIGHT-OF-WAY DIVISION
TOWN FILE
PERPETUAL
Town of US5
(To Be Returned To R.O.W. Division)

APPROVED
March 8, 1926
S. R. Adams
CHIEF ENGINEER

SUBMITTED BY ORDER OF THE STATE HIGHWAY BOARD
MARCH 8, 1926
S. R. Adams
COMMISSIONER OF HIGHWAYS

RECOMMENDED
DISTRICT ENGINEER
BUREAU OF PUBLIC ROADS
RECOMMENDED FOR APPROVAL
CHIEF ENGINEER
BUREAU OF PUBLIC ROADS
APPROVED
DIRECTOR - BUREAU OF PUBLIC ROADS

SERIES F NO. 74 FILED
SHEET 1 OF 25

2

SHEET 2A

THENCE SOUTHERLY AND EASTWY, PARALLEL TO SAID CENTER LINE, TO A POINT 35 FEET DISTANT NORTHEAST, MEASURED DIAGONALLY, FROM STATION 19-00 OF SAID CENTER LINE; THENCE S.13°-42'W. 80+ FEET TO A POINT 50 FEET DISTANT NORTHEAST, MEASURED AT RIGHT ANGLES, FROM STATION 19-00 OF SAID CENTER LINE; THENCE S.49°-23'W. 70+ FEET TO A POINT 35 FEET DISTANT NORTHEAST, MEASURED DIAGONALLY, FROM STATION 19-00 OF SAID CENTER LINE; THENCE EASTWY, PARALLEL TO SAID CENTER LINE, TO A POINT 35 FEET DISTANT NORTHEAST, MEASURED DIAGONALLY, FROM STATION 14-00 OF SAID CENTER LINE; THENCE SOUTHERLY, PARALLEL TO SAID CENTER LINE, TO A POINT 60 FEET DISTANT NORTHEAST, MEASURED AT RIGHT ANGLES, FROM STATION 13-50 OF SAID CENTER LINE; THENCE S.8°-43'W. 57+ FEET TO A POINT 35 FEET DISTANT NORTHEAST, MEASURED AT RIGHT ANGLES, FROM STATION 13-00 OF SAID CENTER LINE; THENCE SOUTHERLY, PARALLEL TO SAID CENTER LINE, TO A POINT ON THE WESTERN RIGHT-OF-WAY LINE OF THE NOTON & WAITE RAILROAD, SAID POINT BEING 35 FEET DISTANT EASTWY, MEASURED AT RIGHT ANGLES, FROM STATION 4-00 OF SAID CENTER LINE; THENCE SOUTHERLY ALONG THE WESTERLY RIGHT-OF-WAY LINE OF THE NOTON & WAITE RAILROAD SOUTHERLY 286 + FEET TO A POINT OF SAID HIGHWAY LINE 33 FEET DISTANT EASTWY, MEASURED DIAGONALLY, FROM STATION 1-00 OF SAID CENTER LINE; THENCE SOUTHERLY, PARALLEL TO SAID CENTER LINE, TO A POINT 35 FEET DISTANT NORTHEAST, MEASURED AT RIGHT ANGLES, FROM STATION 0-00 OF SAID CENTER LINE; THENCE S.17°-40'W. 66 FEET TO THE POINT OF BEGINNING, BEING 5.1 ACRES MORE OR LESS.

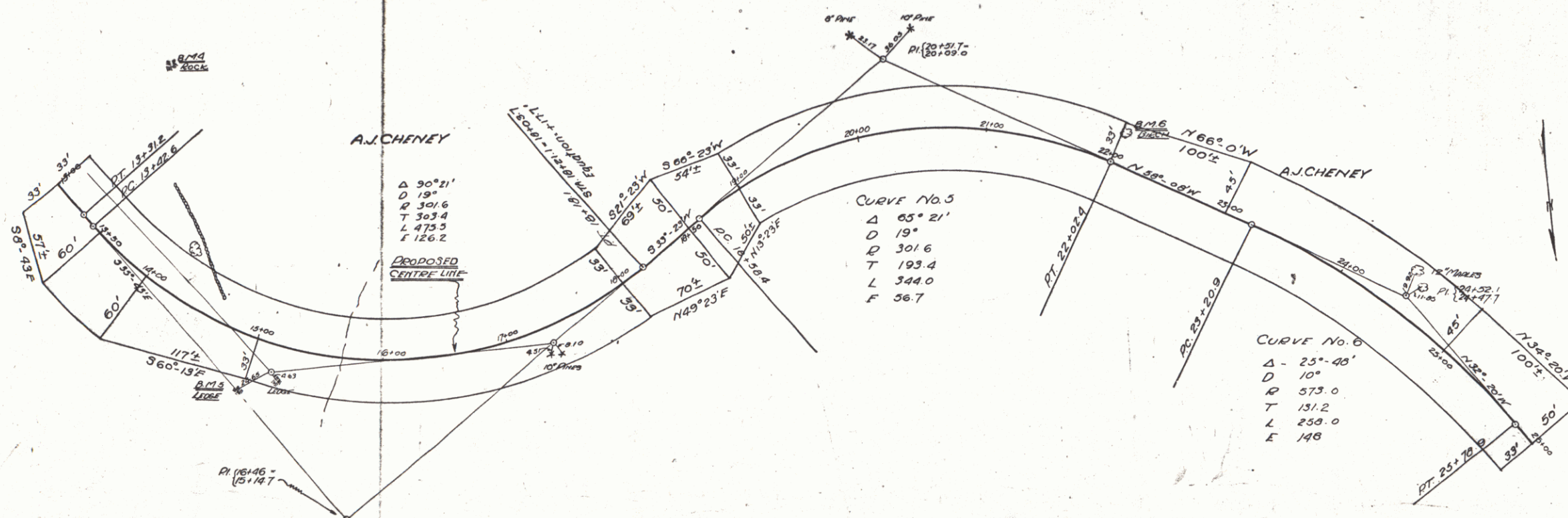
No. 10
10° 10' 30"



RIGHT OF WAY MAP - FEDERAL AID PROJECT NO. 74A

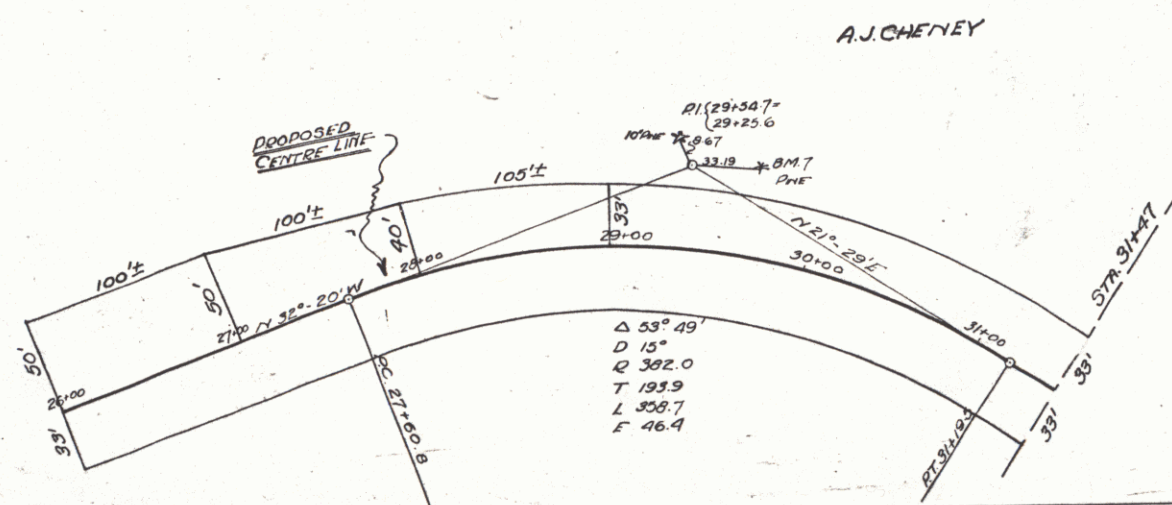
PROPERTY OF A. J. CHENEY

TOWN OF PYEGATE, VT.



SHEET 2B

RIGHT OF WAY MAP - ROAD AID PROJECT No. 74A
PROPERTY OF SCHENNEY
TOWN OF RYEGATE, VT.



SHEET 2C

Sheet 1 of 3

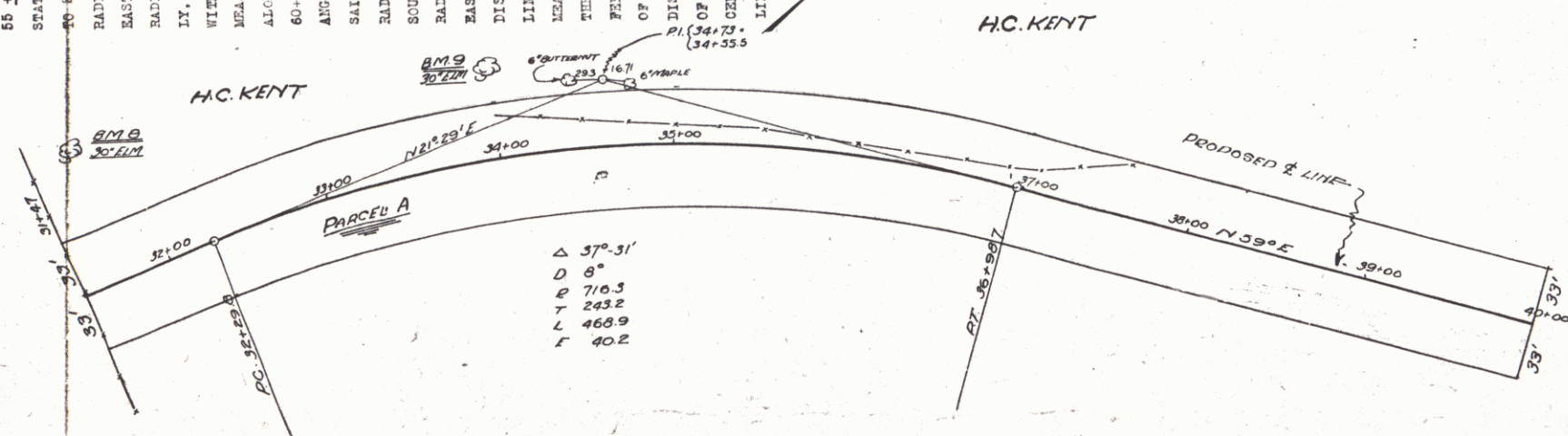
RIGHT OF WAY MAP - FED. AID PROJECT No. 74A

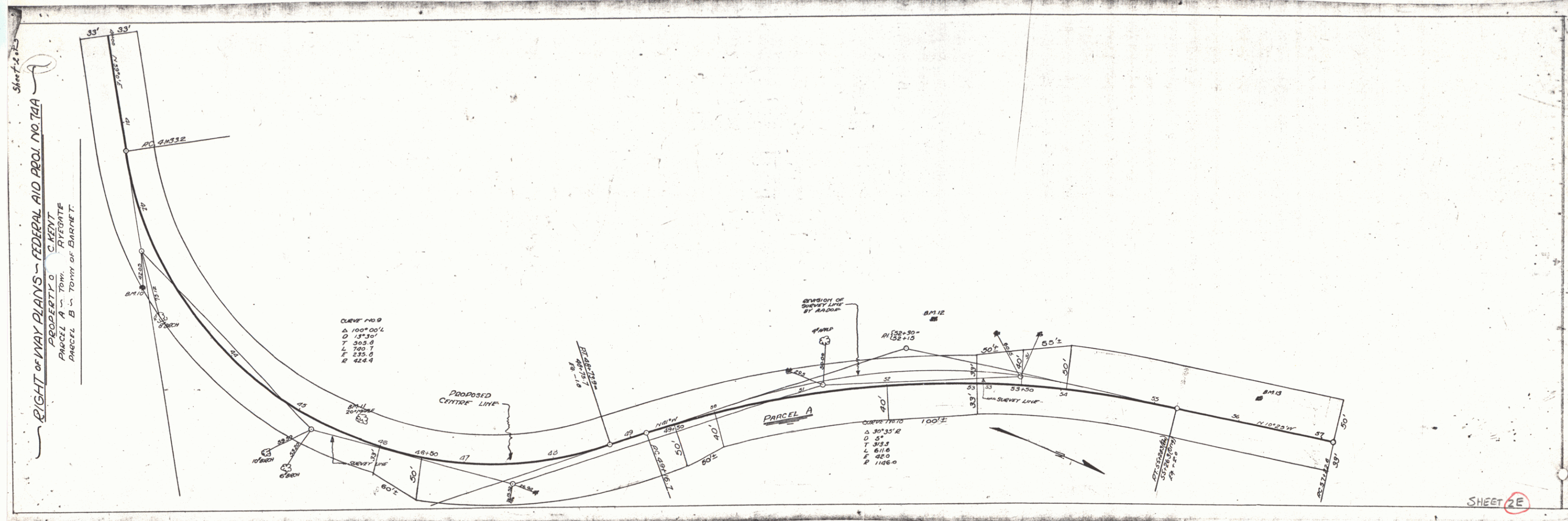
PROPERTY OF H.C. KENT
PARCEL A - TOWN OF EYEBRIDGE
PARCEL B - TOWN OF BARNET

STATE OF VERMONT
LAND TO BE ACQUIRED FOR THE
CONNECTICUT RIVER ROAD
FEDERAL AID PROJECT NO. 74A - TOWN OF EYEBRIDGE & BARNET
FROM H. C. KENT, REVISED OWNER.

ALL THESE PIECES OF LAND HERETOFORE DESIGNATED
AS PARCELS A AND B, SITUATED IN THE TOWN OF EYEBRIDGE, COUNTY OF
CALDWELL, STATE OF VERMONT, FOR THE CONNECTICUT RIVER ROAD,
FEDERAL AID PROJECT NO. 74A, AS SHOWN ON THE ACCOMPANYING MAPS
AND DESCRIBED AS FOLLOWS:-

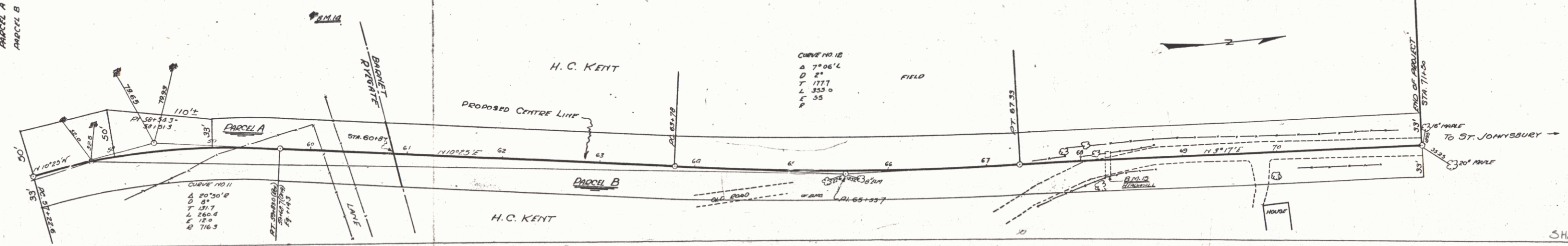
PARCEL "A": BEGINNING AT A POINT ON THE PROPERTY LINE
BETWEEN A. J. CHENEY AND H. C. KENT, SAID POINT BEING 35 FEET
DISTANT WESTERLY, MEASURED ALONG SAID PROPERTY LINE, FROM STA-
TION 31+47 ± OF THE PROPOSED CENTER LINE OF THE PROPOSED FEDERAL
AID PROJECT NO. 74A; THENCE NORTHEAST, PARALLEL TO SAID CENTER
LINE, TO A POINT 33 FEET DISTANT WESTERLY, THENCE NORTHEAST, MEASURED
FROM STATION 35+00 ± OF SAID CENTER LINE; THENCE NORTHEAST, MEASURED
50 ± FEET TO A POINT 40 FEET DISTANT WESTERLY, MEASURED RADIAL-
LY, FROM STATION 35+00 ± OF SAID CENTER LINE; THENCE NORTHEAST, MEASURED
55 ± FEET TO A POINT 50 FEET DISTANT, MEASURED RADIAL-
LY, FROM STATION 35+00 ± OF SAID CENTER LINE; THENCE NORTHEAST, PARALLEL
TO SAID CENTER LINE, TO A POINT 50 FEET DISTANT WESTERLY, MEASURED
RADIAL-
LY, FROM STATION 35+00 ± OF SAID CENTER LINE; THENCE NORTHEAST,
MEASURED 110 ± FEET TO A POINT 33 FEET DISTANT WESTERLY, MEASURED
RADIAL-
LY, FROM STATION 35+00 ± OF SAID CENTER LINE; THENCE NORTHEAST,
PARALLEL TO SAID CENTER LINE, TO THE POINT OF INTERSECTION
WITH THE EYEBRIDGE-BARNET TOWN LINE DISTANT 33 FEET WESTERLY.
ALONG SAID TOWN LINE, INTERSECTING SAID CENTER LINE AT STATION
60+87 ± TO A POINT 33 FEET DISTANT WESTERLY, MEASURED AT RIGHT
ANGLES, FROM SAID CENTER LINE; THENCE SOUTHERLY, PARALLEL TO
SAID CENTER LINE, TO A POINT 33 FEET DISTANT WESTERLY, MEASURED
RADIAL-
LY, FROM STATION 55+00 ± OF SAID CENTER LINE; THENCE
SOUTHERLY, FROM STATION 55+00 ± OF SAID CENTER LINE; THENCE SOUTHERLY,
PARALLEL TO SAID CENTER LINE, TO A POINT 40 FEET
DISTANT, MEASURED RADIAL-
LY, FROM STATION 50+00 ± OF SAID CENTER
LINE; THENCE SOUTHERLY, FROM STATION 48+60 ± OF SAID CENTER LINE;
MEASURED RADIAL-
LY, FROM STATION 48+60 ± OF SAID CENTER LINE, TO A POINT 50
FEET DISTANT WESTERLY, MEASURED RADIAL-
LY, FROM STATION 48+60
± OF SAID CENTER LINE; THENCE SOUTHERLY 60 ± FEET TO A POINT
DISTANT 33 FEET WESTERLY, MEASURED RADIAL-
LY, FROM STATION 45+00
± OF SAID CENTER LINE; THENCE SOUTHERLY, PARALLEL TO SAID
CENTER LINE, TO THE POINT OF INTERSECTION WITH THE PROPERTY
LINE BETWEEN H. C. KENT AND A. J. CHENEY, SAID POINT BEING 33
FEET DISTANT WESTERLY, MEASURED AT RIGHT ANGLES, FROM
STATION 31+47 ± OF SAID CENTER LINE; THENCE WESTERLY
ALONG SAID PROPERTY LINE 66 ± FEET TO THE POINT OF
BEGINNING, BEING 5.8 ACRES MORE OR LESS.





RIGHT OF WAY MAP - FEDERAL AID PROJ. NO. 74A

PROPERTY OF H.C. KENT
PARCEL A - 1 OF RIVERBANK
PARCEL B - TOWN OF BARNET



PARCEL "B" - BEGINNING AT THE POINT OF INTERSECTION OF THE PROPOSED CENTER LINE OF FEDERAL AID PROJECT NO. 74A WITH THE RIVERBANK-TOWN LINE, SAID POINT BEING STATION 60+87.2 OF SAID CENTER LINE; HENCE NORTHEAST 106° 41' 10" ALONG THE CENTER LINE OF SAID PROJECT TO STATION 71+40, WHICH POINT IS THE END OF FEDERAL AID PROJECT NO. 74A.

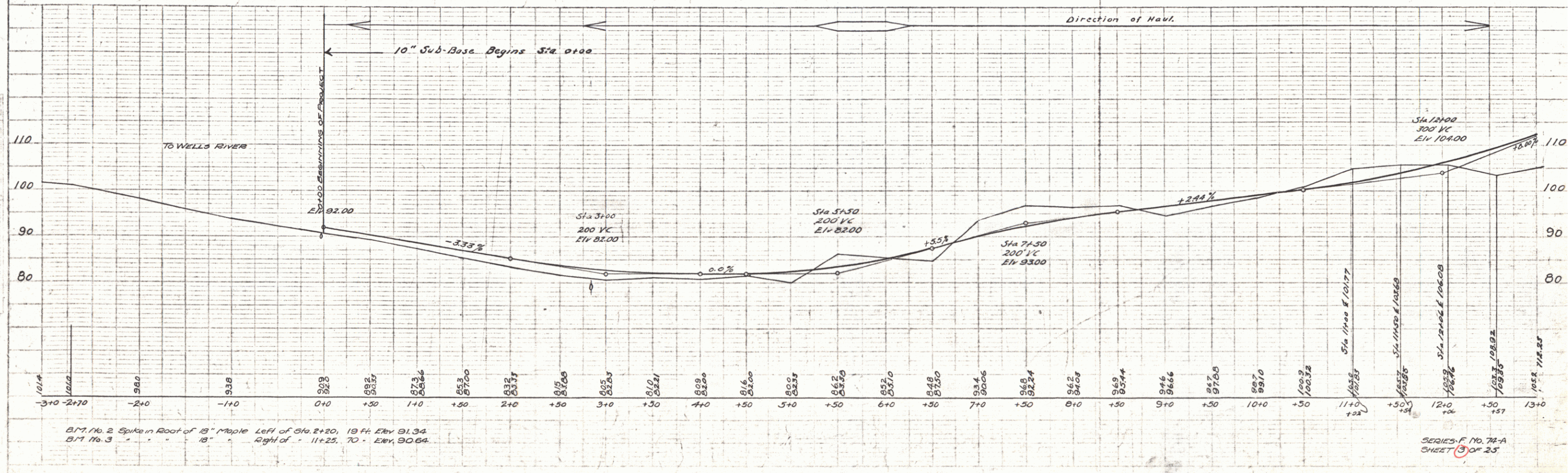
THIS DESCRIPTION TO COVER ALL LAND OWNED BY H. C. KENT CONTAINED WITHIN & BOUND ON EACH SIDE OF THE ABOVE DESCRIBED CENTER LINE BETWEEN STATION 60+87 AND STATION 71+40.

CURVE NO. 12
A 7° 06' 14"
D 24'
T 177.7'
L 355.0'
E 35'

SHEET 2F

<u>NEW CULVERTS REQUIRED</u>		
STA 0+00	18" Conc. Pipe Culvert Conc. Class A* (1-2-4) Reinforcing Steel	Length 8'-0" - 1.0
STA 5+00	2'x2' Reinfc. Conc. Box Culv. Conc. Class A* (1-2-4) Reinf. Steel	10.2 66.5
STA 12+50	2'x2' Reinfc. Conc. Box Culv. Conc. Class A* (1-2-4) Reinf. Steel	12.1 80.0

SUB-BASE REQUIRED
STA 0+00 to STA 13+00 10" BASE LENS: 1300 FT.
STA 6+50 18" Conc. Pipe Culv. Leng. 36ft
Conc. Class B (1-2 1/2") 12-7 cy
Reinforcing Steel 33 lb



Wooden Guard Rail Required
 Left
 Sta. 2+72 to 2+96 = 24 ft
 " 4+88 " 5+12 = 24 "
 " 12+53 " 12+82 = 29 "
 Right
 " 0+00 " 2+96 = 296 ft
 " 4+88 " 13+00 = 812 "
 Total this Street 1180 ft

New Culverts Required
 2+84 14" Corrugated 6 ft
 Concrete 1-2 1/2-5
 5+00 18" Corrugated 30 ft
 Concrete 1-3 1/2-5
 12+70 18" Corrugated 48 ft
 Concrete 1-3 1/2-5

Sub base Required
 2+75 to 13+00 = 1025

Old Curve
 $\Delta = 19^{\circ}53'$
 $D = 10^{\circ}00'$
 $R = 573.0$
 $T = 100.6$
 $L = 199.2$
 $E = 8.8$

New Curve
 $\Delta = 18^{\circ}30'$ Approx
 $D = 10^{\circ}00'$
 $T = 93.3$
 $L = 185$

$\Delta = 13^{\circ}44'$
 $D = 5^{\circ}00'$
 $T = 138.0$
 $L = 274.7$
 Pasture E = 8.3

PLAN
 DRAWN BY
 CHECKED BY
 DATE
 SHEET NO.

PROFILE
 DRAWN BY
 CHECKED BY
 DATE
 SHEET NO.

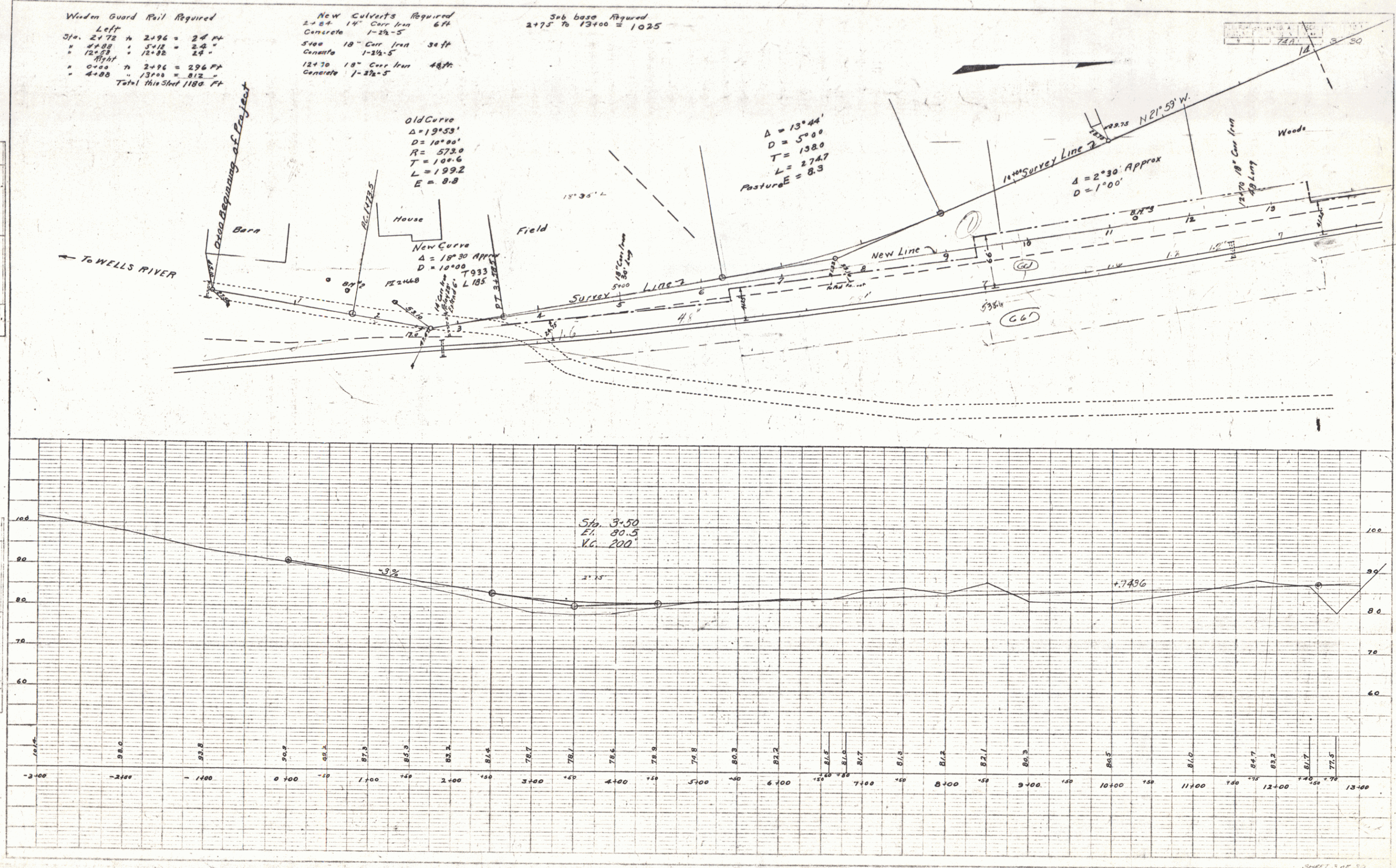


PLATE 3 - PLAN-PROFILE
 DRAWN BY
 CHECKED BY
 DATE

74

9

GUARD RAIL REQUIRED

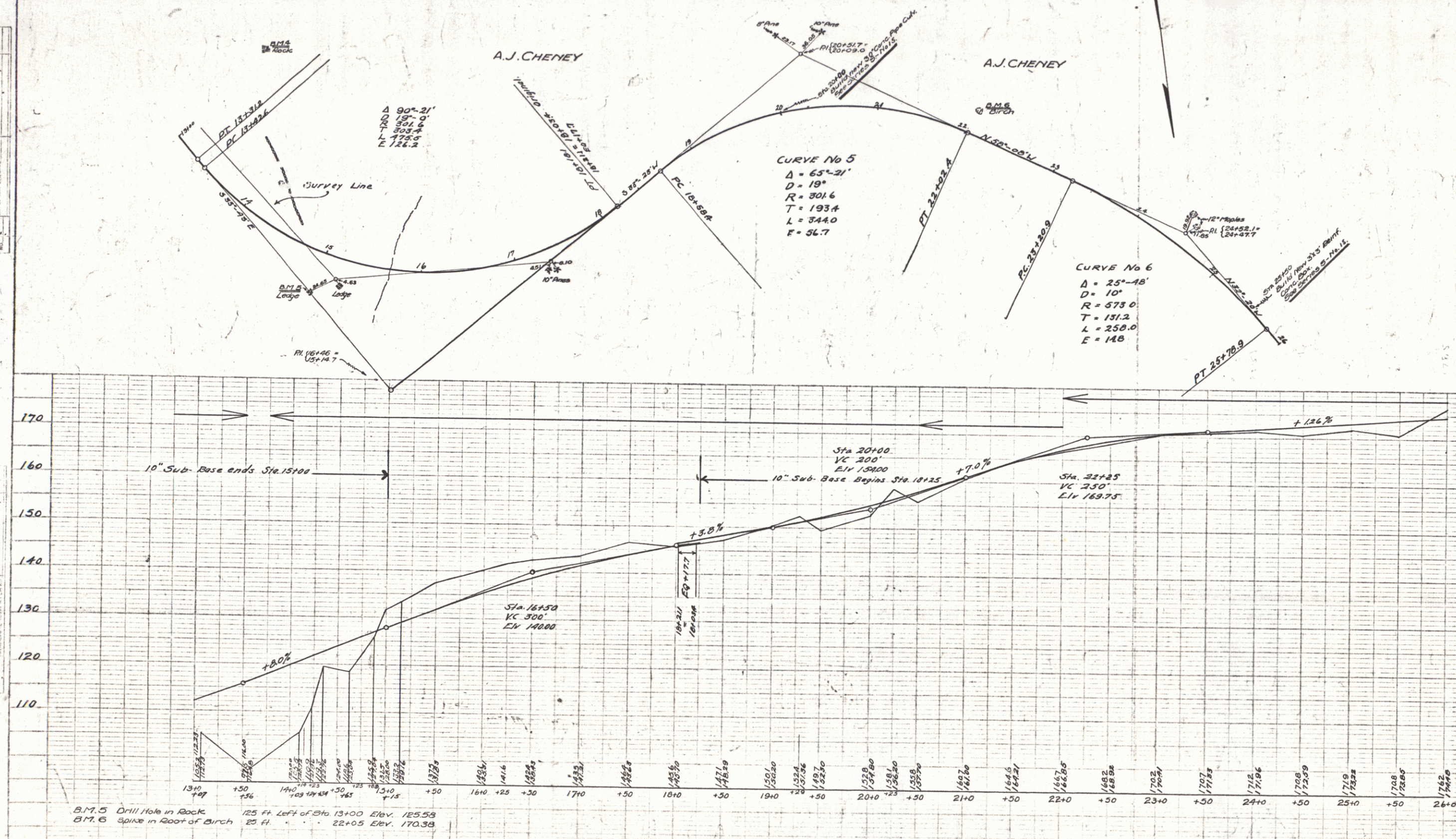
LEFT			
STA. 13+00 to 14+30	LENGTH	130 FT.	
• 20+13 • 20+37	• 24 •		
• 25+38 • 25+62	• 24 •		
RIGHT			
STA. 13+00 to 14+39	LENGTH	139 FT.	
• 15+00 • 20+32	• 432 •		
• 23+00 • 26+00	• 300 •		
TOTAL THIS SHEET		1089 FT.	

NEW CULVERTS REQUIRED

STA. 20+00	30" Conc. Pipe Culvert	Length 32 ft.
	Conc. Class B (1-2-3)	59 cy.
STA. 25+00	33" Reinfr. Box Culvert	33 1/2'
	Conc. Class A (1-2-4)	16.6 cy.
	Reinfr. Steel	832 lb.

SUB-BASE REQUIRED

STA. 13+00 to 15+00	10" Base	Length 200 ft.
• 15+25 to 25+00	10" Base	775'



PLAN
NOTES
1. ALL DIMENSIONS IN FEET
2. ALL ANGLES IN DEGREES
3. ALL CURVES TO BE LOCATED BY THE METHOD OF TANGENT AND CHORDS
4. ALL CURVES TO BE LOCATED BY THE METHOD OF TANGENT AND CHORDS
5. ALL CURVES TO BE LOCATED BY THE METHOD OF TANGENT AND CHORDS

PROFILE
NOTES
1. ALL DIMENSIONS IN FEET
2. ALL ANGLES IN DEGREES
3. ALL CURVES TO BE LOCATED BY THE METHOD OF TANGENT AND CHORDS
4. ALL CURVES TO BE LOCATED BY THE METHOD OF TANGENT AND CHORDS
5. ALL CURVES TO BE LOCATED BY THE METHOD OF TANGENT AND CHORDS

GUARD RAIL REQUIRED

LEFT		RIGHT	
STA. 33+65 TO 33+69	LENGTH 24 FT.	STA. 26+00 TO 26+04	LENGTH 4 FT.
33+38 - 33+62	24	31+30 - 35+90	400
		33+38 - 33+62	24
TOTAL THIS SHEET		476 FT.	

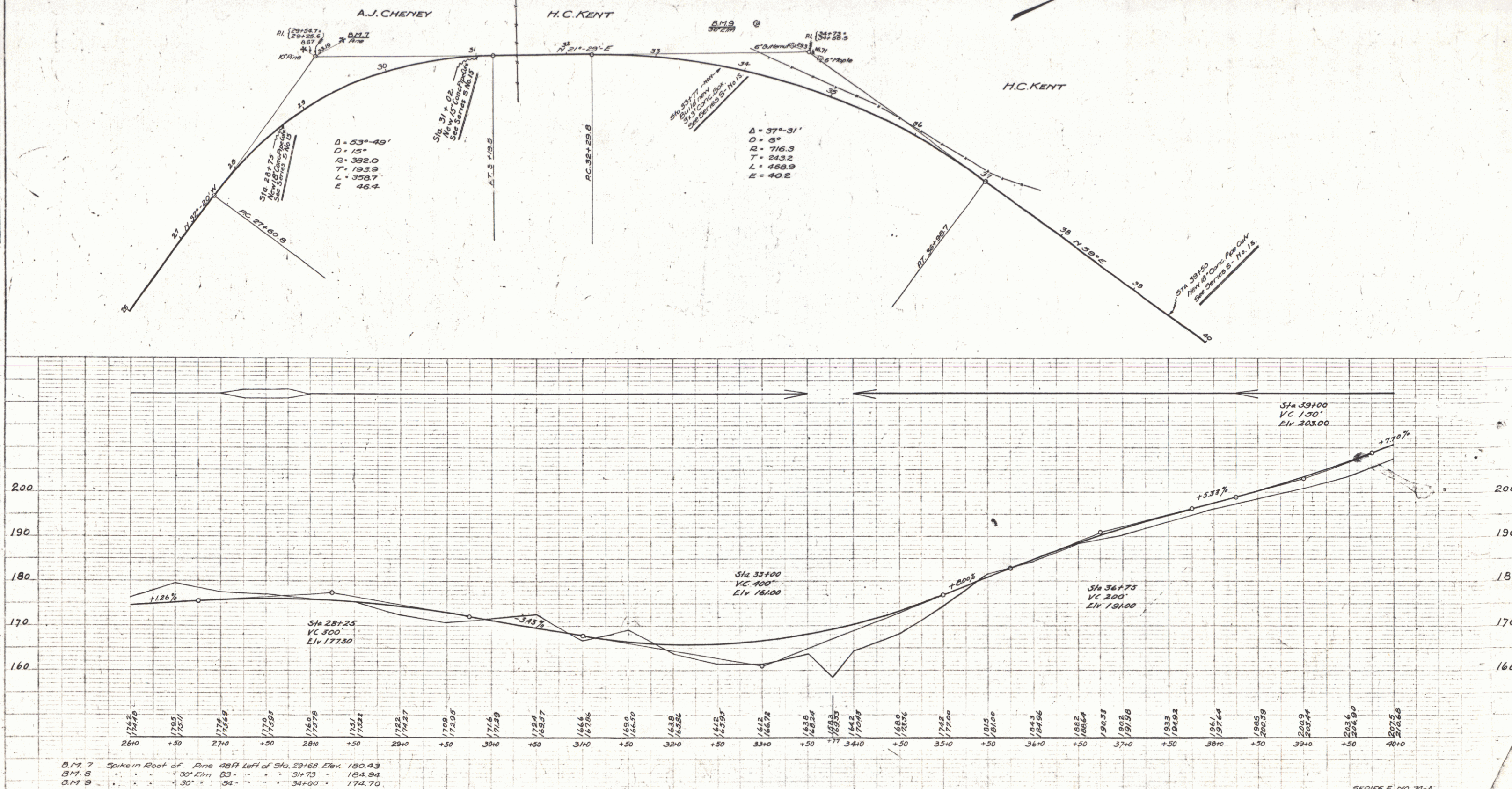
NEW CULVERTS REQUIRED

STA. 33+77	3'x3' Reinf. Conc. Box Culvert	20.1 c.y.
	Conc. Class A (1-2-4)	
	Reinf. Steel	132.5 lb.
STA. 39+50	15" Reinf. Conc. Pipe Culv. Long. 36 ft.	
	Conc. Class B (1-2-5)	2.1 c.y.
	Reinf. Steel	33 lb.

SUB-BASE REQUIRED

STA. 26+00 to 40+00	10" Base. Long. 1400 ft.
STA. 28+15	18" Reinf. Conc. Pipe Culv. Long. 32 ft.
	Conc. Class B (1-2-5)
	Reinf. Steel
STA. 31+02	15" Reinf. Conc. Pipe Culv. Long. 32 ft.
	Conc. Class B (1-2-5)
	Reinf. Steel

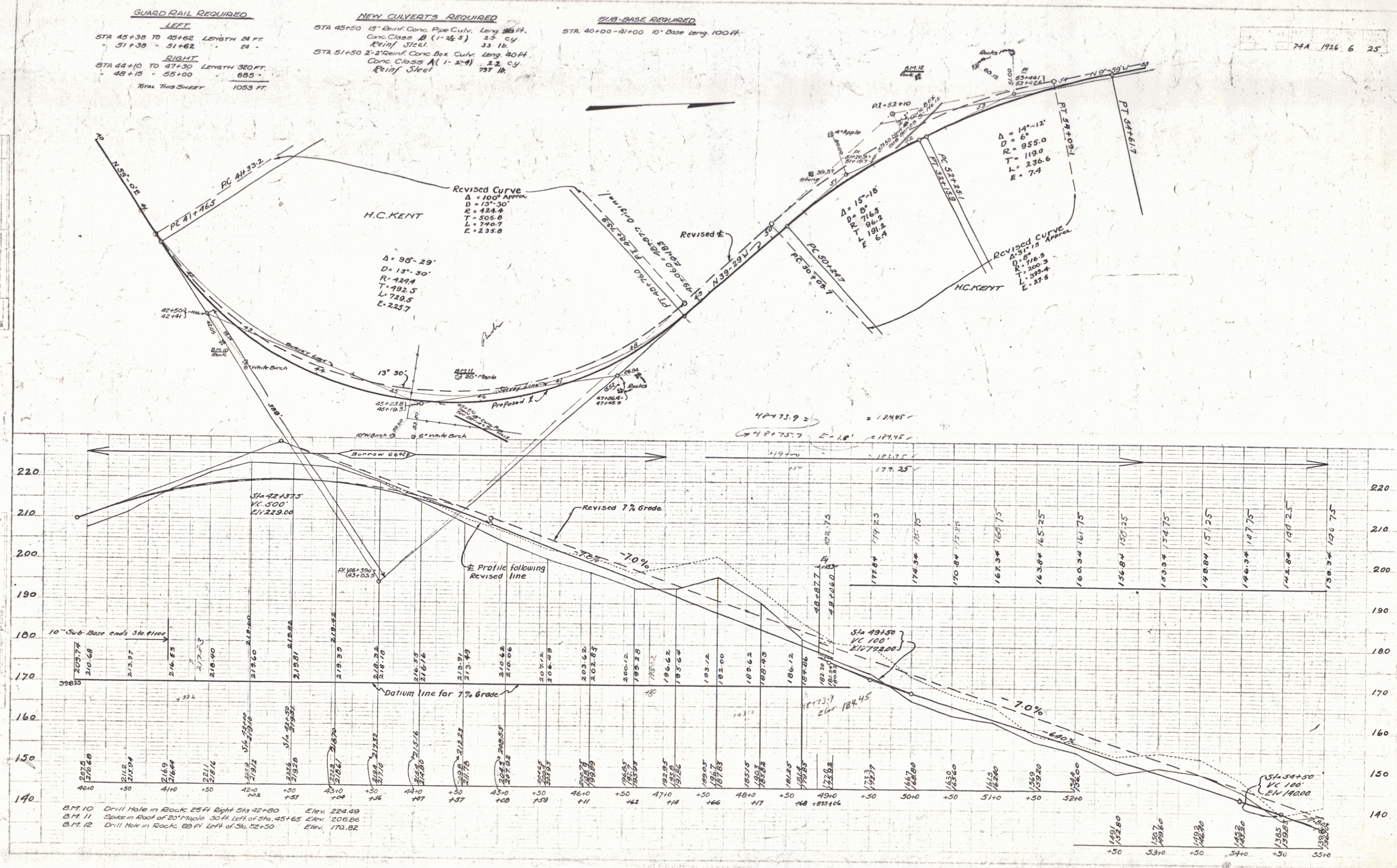
74A 1926 5 25



SERIES F NO. 74-A
SHEET 5 OF 25

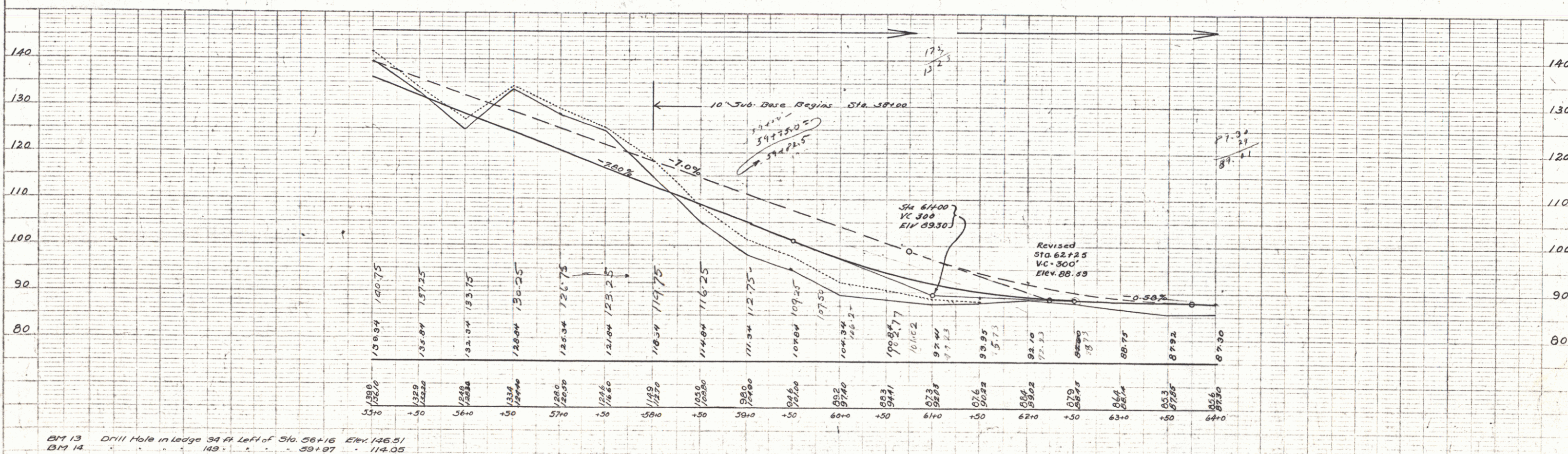
PLAN	REV.	DATE
NOTE BOOK	REVISED	
NO.	RECEIVED	
	ALGONQUIN COUNCIL	
	HT. OF WAY CHIEF	

FILE	ROUTED	INDEXED	FILED
NO.	DATE	BY	BY
100	10/20	W.E. Walker	W.E. Walker
101	10/21	E.W. Northrop	E.W. Northrop
102	10/22	W.E. Walker	W.E. Walker



SERIES F No 74-A
SHEET 6 OF 25

SUB-BASE REQUIRED
Sta. 58+00 - 64+00 10" Base Length 600 ft.



BM 13 Drill Hole in Ledge 34 ft. Left of Stn. 56+16 Elev. 146.51
BM 14 " " " " 149 " " " " 59+97 " 114.05

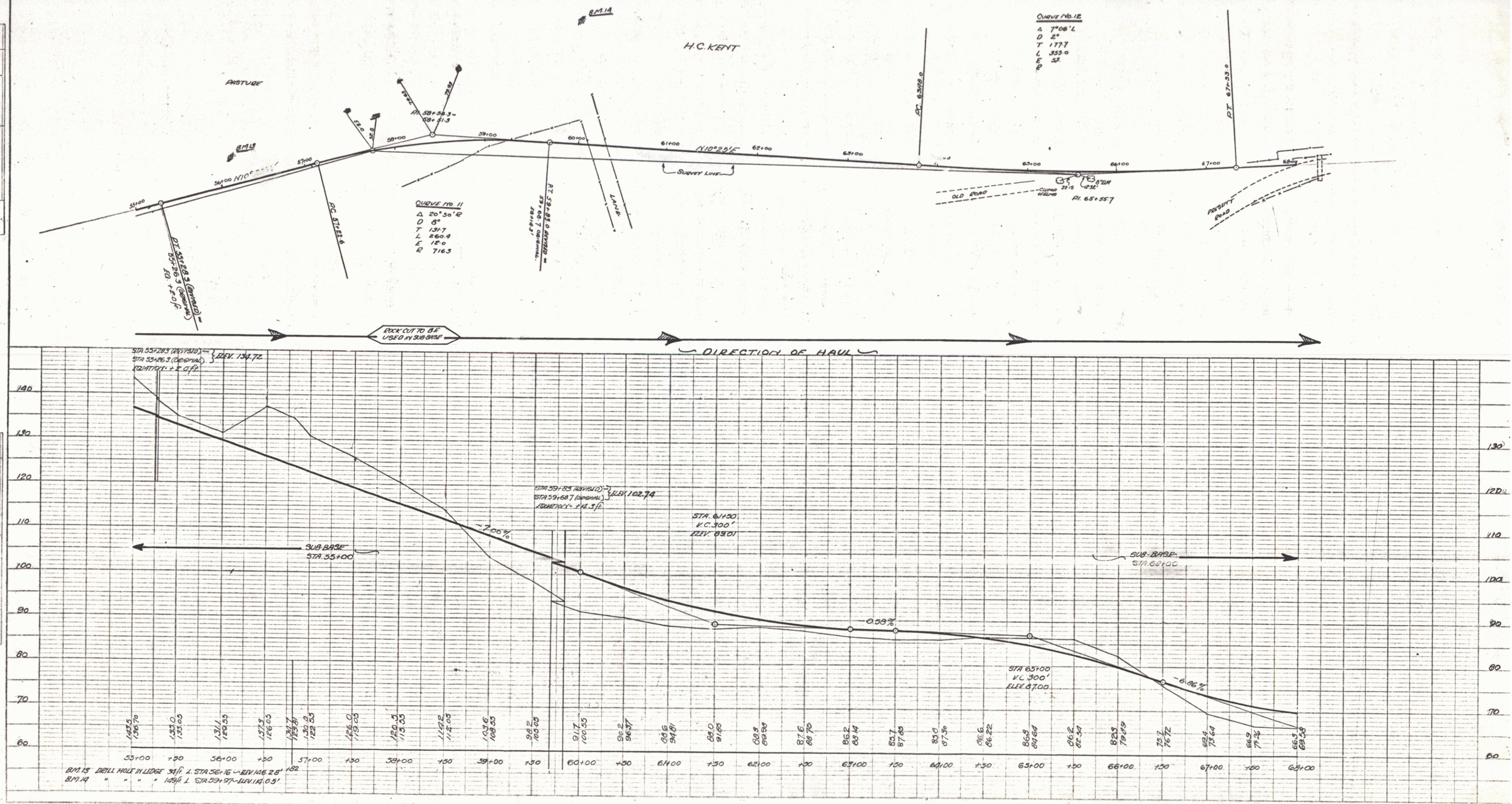
SERIES F No. 74
SHEET 7 OF 25

WOOD CURVED RAIL REQUIRED
 STA 55+00 TO STA 56+12 - LENGTH 24 FT.
 CABLE GUARD RAIL REQUIRED
 STA 55+00 TO STA 65+00 - LENGTH 646 FT.

NOTE - STA 59+00 - STA 61+00 - 40% SLOPE TO BE
 USED THROUGH THESE SECTIONS ON LEFT IF
 EXCEEDS CUT TO BE ENCOUNTERED

PLAN	REVISIONS	DATE
NOTE: ROAD LAYOUT CHECKED		
NOTE: STAKE SETTING CHECKED		
NOTE: SURVEY CHECKED		
NOTE: GRADE CHECKED		
NOTE: ELEVATION CHECKED		

PROFILE	REVISIONS	DATE
NOTE: GRADE CHECKED		
NOTE: ELEVATION CHECKED		
NOTE: SUB-BASE CHECKED		
NOTE: SURVEY CHECKED		



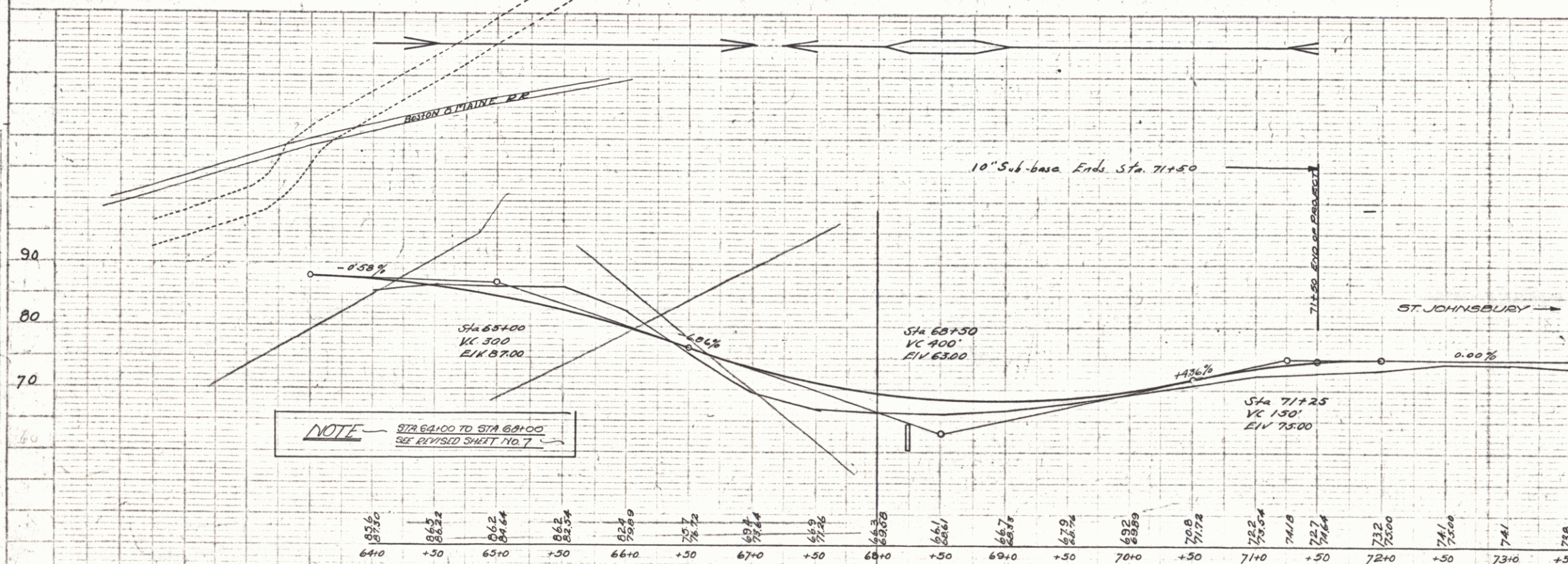
SUB-BASE REQUIRED
Sta. 64+00 - 71+50 10" Base Leng. 750 ft.

$A = 4^{\circ} - 58'$
 $D = 2$
 $R = 2865.0$
 $T = 115.9$
 $L = 231.7$
 $E = 24$

H. C. KENT

MRS. BESSIE LITTLE

CHARLES CARRE



B.M. 15 N.E. Cor. of East Headwall of Culvert Sta. 68+24 Elev. 66.31

SERIES F No. 74,
SHEET 8 OF 25

Wooden Guard Rail Required
 Left
 Sta 14+00 to 18+00 = 368 ft.
 Right
 " 13+00 to 20+90 = 1590 ft.
 Total this sheet 1958

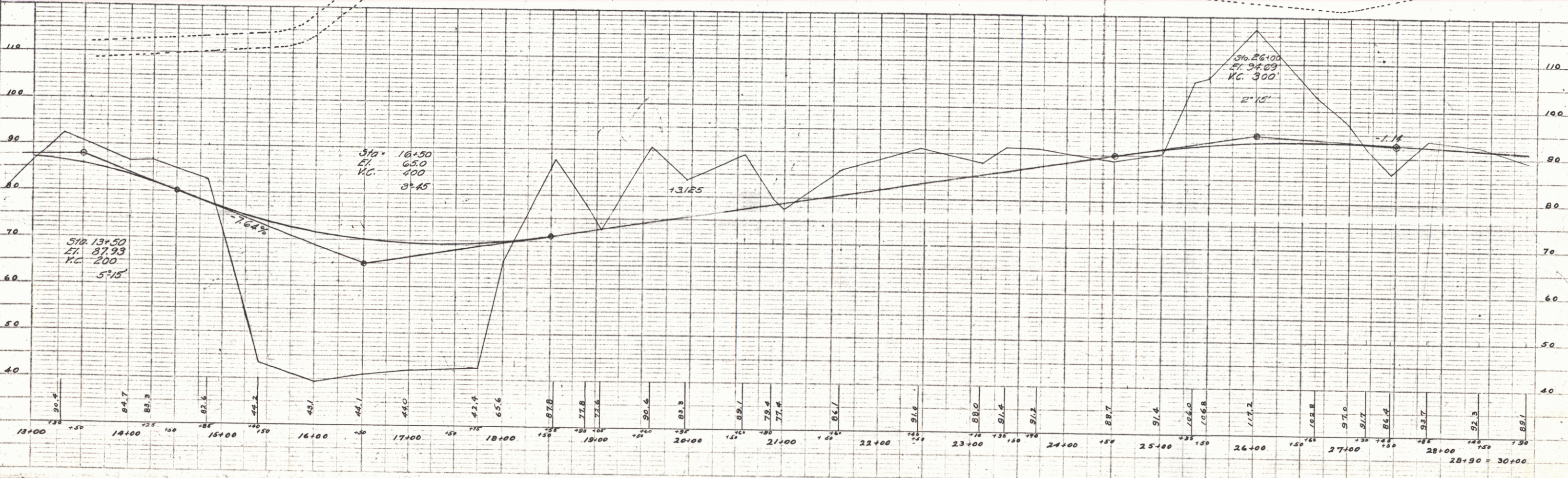
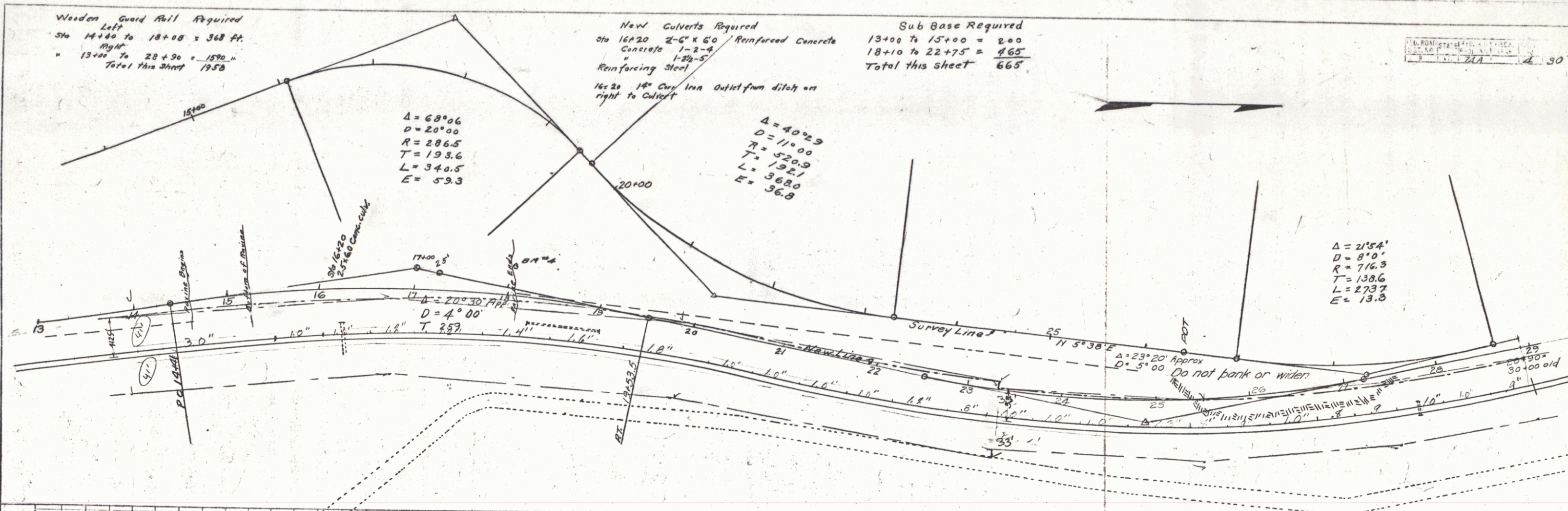
Next Culverts Required
 Sta 16+20 2'-6" x 6'0" Reinforced Concrete
 " 1-2-4
 " 1-20-5'
 Reinforcing Steel
 16+20 18" Cur Iron Outlet from ditch on right to Culvert

Sub Base Required
 13+00 to 15+00 = 200
 18+10 to 22+75 = 465
 Total this sheet 665

$\Delta = 68^{\circ}06'$
 $D = 20^{\circ}00'$
 $R = 286.5$
 $T = 193.6$
 $L = 340.5$
 $E = 59.3$

$\Delta = 40^{\circ}29'$
 $D = 11^{\circ}00'$
 $R = 520.9$
 $T = 132.1$
 $L = 368.0$
 $E = 36.8$

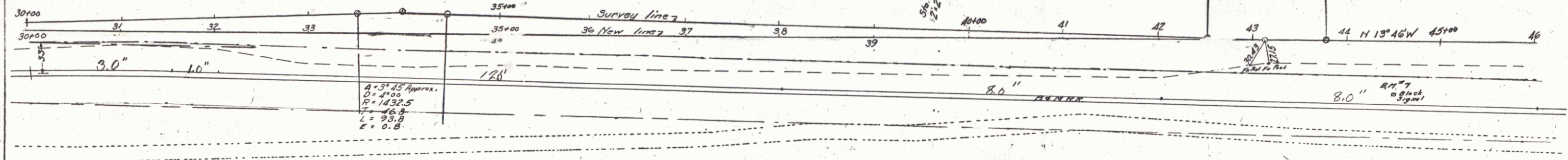
$\Delta = 21^{\circ}54'$
 $D = 8^{\circ}00'$
 $R = 716.3$
 $T = 138.6$
 $L = 273.7$
 $E = 13.8$



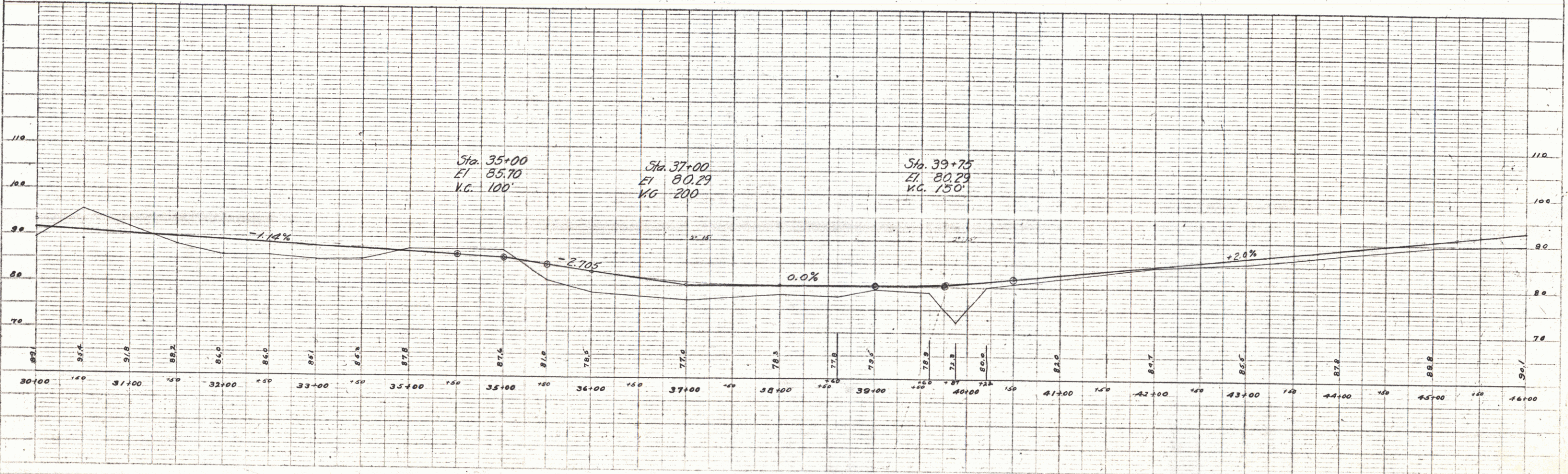
PLAN
 REVISIONS
 NOTE: BUREAU OF HIGHWAYS CHECKED
 DATE: 10/1/58
 BY: [Signature]

PROFILE
 REVISIONS
 NOTE: BUREAU OF HIGHWAYS CHECKED
 DATE: 10/1/58
 BY: [Signature]

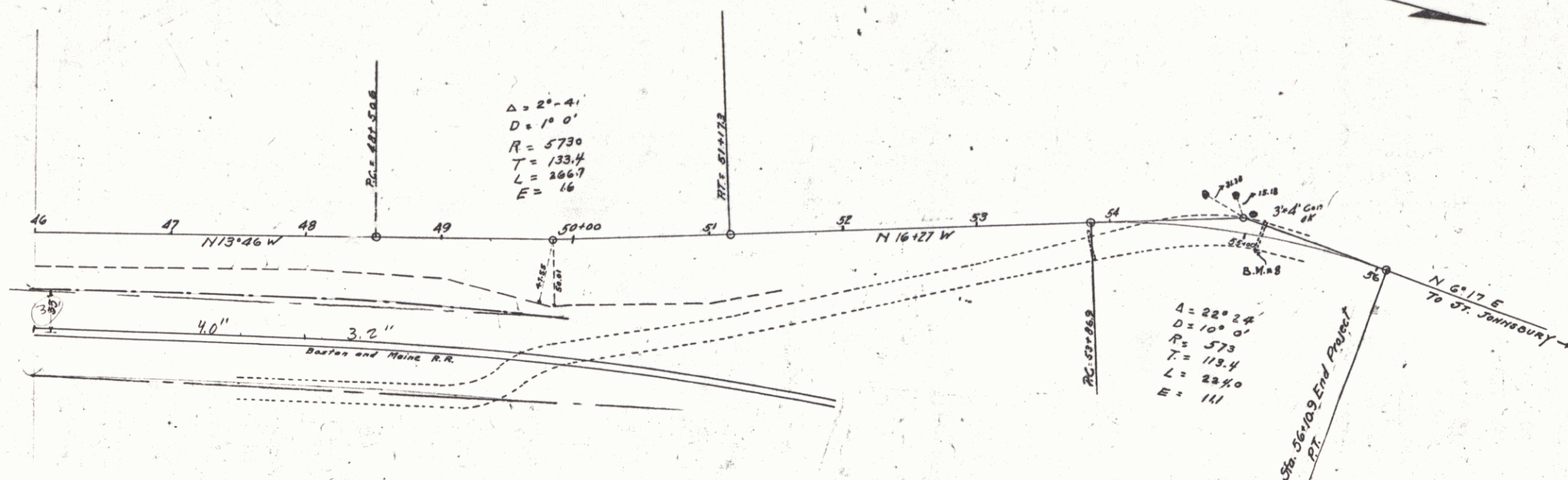
PLAN
 PROJECT: W.L.P.
 DATE: 11/1/50
 DRAWN BY: J.C.
 CHECKED BY: J.C.
 NOTE: SEE REVISIONS



PROFILE
 PROJECT: W.L.P.
 DATE: 11/1/50
 DRAWN BY: J.C.
 CHECKED BY: J.C.
 NOTE: SEE REVISIONS



PLAN
 NOTE: SHOW ALL ADJACENT CHAINS
 NO. 1



PROFILE
 NOTE: SHOW ALL ADJACENT CHAINS
 NO. 1

