Curve
Δ 15°37'
D 8°
R 716.8
T 98.2
L 195.2
E 6.7

PC 749+86.4

PT 751+78.6

Edge of Concrete

Edge of Concrete

PC 752+44.7

PT 756+32.3

PC 757+55.7

Curve
Δ 19°55'
D 12°
R 477.5
T 83.8
L 166.9
E 7.3

Curve
Δ 37°03'
D 23°
R 249.1
T 132.4
L 248.0
E 34.4

PT 760+33.7

Cable Guard Rail

Sta 755+65 (L-4-33)
Cable Guard Rail Begins

Sta 759+18 (L-4-33)
Cable Guard Rail Ends

Sta 759+58 (L-4-33)
Cable Guard Rail Begins

Sta 759+98 (L-4-33)
Cable Guard Rail Ends

23 Lin. Ft.

50 Lin. Ft. of Cable Rail

Curb End Area 0.31597 Sq. Ft.
Rail Steel per lin. Ft. 0.985 Lbs.

3/16" ϕ Billet Steel
Structural Grade 12"%

DETAILS OF CURB DOWELLED TO PAVT.

PRESENT 7" ONE COURSE CEMENT CONCRETE PAVEMENT.

PROPOSED WIDENING 7" ONE COURSE CEMENT CONCRETE PAVE'T. WITH 7" DOWELLED CURB. Sta 760+20 - 762+80 Lt.

1.5% Fall

Lenx 18.5"

133 Lin. Ft.

Location of Trees Town (L-4-33)

J. B. JEWELL

193.3 Lin. Ft. of Cable Rail

Sta 760+33 (L-4-33)
Cable Guard Rail Ends
(End Post)

Wheel Traces (L-4-33)

Wheel Traces (L-4-33)

Sta 760+58 (L-4-33)
Cable Guard Rail Ends
(End Post)

Curve
Δ 33°04'
D 21°
R 273.1
T 82.9
L 157.6
E 12.4

PC 761+32.6

Sta 761+81 (L-4-33)
Cable Guard Rail Begins
(End Post)

761+75 Catch Basin (L-4-33)

Sta 761+23 (L-4-33)
Cable Guard Rail Begins
(End Post)

Sta 761+58 (L-4-33)
Cable Guard Rail Ends

Curb Inlet (L-4-33)

Sta 762+45 End of Curb (L-4-33)

PT 763+46.3

Sta 763+21.8 - Sta 764+36.8
CONCRETE BRIDGE
Roadway Width 42'-0"

LEWIS CREEK

Curve
Δ 83°07'
D 21°
R 273.1
T 240.9
L 395.8
E 91.8

PC 765+18.4

END OF BRIDGE SLAB

FLOW

TO VERGENNES

TO BURLINGTON

Sta 749+05
177' ± Lt. ℄
(L-4-33)

Sta 751+77
156' ± Lt. ℄
(L-4-33)

Reflector Buttons

Sta 753+39

Sta 757+57.7 to Sta 761+24
Pavement 22 ft. Wide

SKETCH SHOWING EXPANSION HOOK BOLTS FOR ANCHORING NEW PAVEMENT TO PRESENT PAVEMENT. TO BE USED ONLY WHERE THE NEW PAVEMENT IS LESS THAN 10'-0" IN WIDTH.

Lead Slug
3/8" Diam. Exp. Joint Hook Bolts 2'-10"-36
PRESENT PAVEMENT
Butt Joint
PROPOSED PAVEMENT
Lead Slug
Double Bar Mat Reinforcement
1'-0"
1'-3"

VERMONT DEPT. OF HIGWAYS

PLAN OF ROUTE U.S. 7
North of Lewis Creek Bridge
~ FERRISBURG ~

- SCALE -
PLAN 1 INCH = 50 Ft.
PROFILE Horiz. 1 INCH = 50 Ft.
Vertical 1 INCH = 10 Ft.
CROSS-SECTIONS 1 INCH = 5 Ft.

With additional data of Survey of Jan. 4, 1933.

749+00
200' V.C.
Elev. 202.50

-3.41 %

752+00
200' V.C.
Elev. 192.25

-8.224 %

756+50
100' V.C.
Elev. 135.24

-7.57 %

759+00
250' V.C.
Elev. 136.33

-1.33 %

762+25
300' V.C. - Special
Elev. 132.00

Sta 763+21.8 - 764+36.8
CONCRETE BRIDGE

+5.57 %

200
190
180
170
160
150
140
130

201.70 | 200.59 | 199.59 | 197.38 | 195.68 | 193.67 | 191.65 | 187.56 | 184.03 | 179.91 | 175.80 | 171.69 | 167.58 | 163.46 | 159.35 | 155.32 | 151.46 | 147.47 | 145.78 | 143.96 | 142.30 | 140.80 | 139.43 | 138.29 | 137.22 | 136.36 | 135.64 | 135.08 | 134.66 | 134.45 | 133.91 | 133.67 | 133.65 | 134.36 | 136.29 | 138.96 | 141.75 | 144.53 | 147.32

749 | +50 | 750 | +50 | 751 | +50 | 752 | +50 | 753 | +50 | 754 | +50 | 755 | +50 | 756 | +50 | +55.7 | 757 | +75 | 758 | +25 | +50 | +75 | 759 | +25 | +50 | +75 | 760 | +25 | +50 | 761 | +50 | 762 | +50 | 763 | +50 | 764 | +50 | 765

Sheet 1 of 2.
Jan 13, 1933