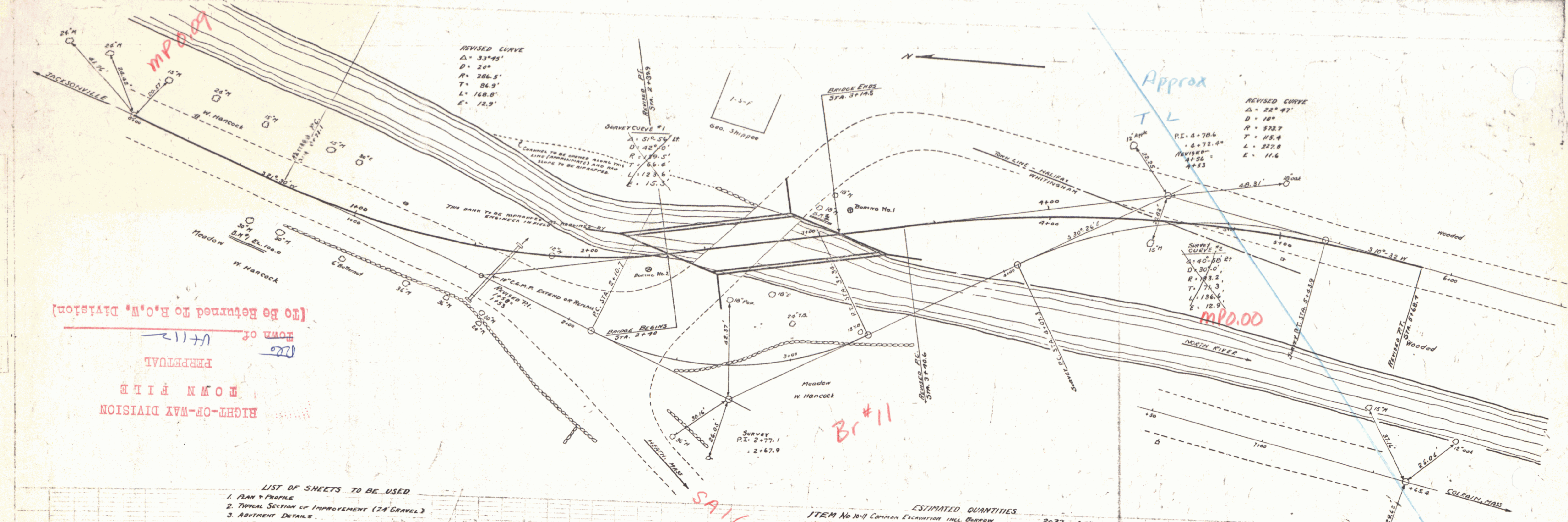


mp0.09
JACKSONVILLE
24"M
26"M
41.76'
24.32'
20.57'
15"M
W. Hancock
Revised P.C. Sta. 0+71.1
S 21°-30' W
1+00
Meadow
B.M. #1 El. 100.0
30"M
6" Butternut
36"M
REVISED CURVE
Δ = 33°45'
D = 20°
R = 286.5'
T = 86.9'
L = 168.8'
E = 12.9'
Revised P.T. Sta. 2+39.9
SURVEY CURVE #1
Δ = 51°-56' Lt.
D = 42°-0'
R = 139.5'
T = 66.4'
L = 123.6'
E = 15.3'
Channel to be opened along this line (approximate) and raw slope to be riprapped.
This bank to be riprapped as required by Engineer in field.
18" C.G.M.P. Extend or Replace
Revised P.I. 1+58 = 1+53
P.C. Sta. 2+10.7
Bridge Begins Sta. 2+40
Boring No. 2
12"M
2+00
Geo. Shippee
Bridge Ends Sta. 3+14.5
Boring No. 1
18"M
18"Y
B.M. #2
3+00
P.T. Sta. 3+36
18" Pop.
18" E
24" Y.B.
12 Y.B.
42.37'
30.16'
26.05'
36"M
Survey P.I. 2+77.1 = 2+67.9
Meadow
W. Hancock
Revised P.C. Sta. 3+40.6
HEATH, MASS.
Br #11
SA1 (VT8A)
N
Town Line - Halifax Whitingham
4+00
S 30°-26' E
Survey P.C. Sta. 4+07.3
Approx T L
12" Apple
22.25'
22.82'
P.I. = 4+78.6 = 4+72.4
Revised 4+56 = 4+53
REVISED CURVE
Δ = 22°47'
D = 10°
R = 573.7
T = 115.4
L = 227.8
E = 11.6
48.31'
18" oak
15"M
SURVEY CURVE #2
Δ = 40°-58' Rt
D = 30°-0'
R = 193.2
T = 71.3
L = 136.6
E = 12.9
5+00
S 10°-32' W
6+00
Survey P.T. Sta. 5+43.9
Revised P.T. Sta. 5+68.9
Wooded
Wooded
MP0.00
NORTH RIVER
+50
7+00
15"M
37.16'
12" oak
26.06'
+65.4
29.62'
12"M
COLRAIN, MASS.
Halifax
Whitingham

RIGHT-OF-WAY DIVISION
TOWN FILE
PERPETUAL
Town of Vt112
Rte
(To Be Returned To R.O.W. Division)

LIST OF SHEETS TO BE USED
1. Plan + Profile
2. Typical Section of Improvement (24' Gravel)
3. Abutment Details.
4. S.I.B.20 No. 25 to 75 - 70' Span Modified for 60° Skew.
5. S.B. No. 20 Typical Details
6. S.B. No. 5 Cable Rail
7. S.B. No. 11 Barricades, Detours Etc.
8. S No. 30 - Standard Structures
9. Cross Sections

BORING DATA

	No. 1	No. 2
100.		
90	Sand & cobbles fine gravel	Coarse gravel
80	Rock possible ledge	Probable boulder

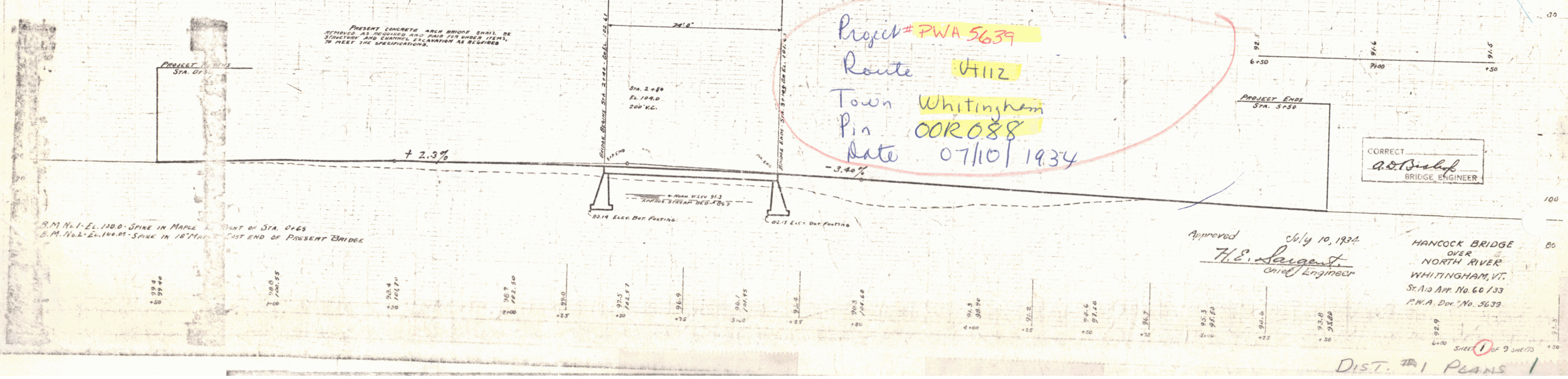
Attempts to start holes with bar failed after 6" penetration.
Boring data shown is for information only and is not guaranteed to be correct.

70' I Beam
H15 Lane Loading
Gravity Abutments
60° Skew
20' Roadway
Cable Rail

ESTIMATED QUANTITIES

ITEM No.			
10-11	Common Excavation incl. Borrow	2032	Cu. Yds.
" 14	Channel Excavation	280	Cu. Yds.
" 15	Structure Excavation	700	Cu. Yds.
" 20A	Gravel Surface Course	250	Cu. Yds.
" 33A	Concrete Class A	59	Cu. Yds.
" 33C	Concrete Class C	410	Cu. Yds.
" 34	Reinforcing Steel	10371	Lbs.
" 36B	Steel Superstructure (77814#)	1	L. Sum
" 47C	18" Corr. Galv. Metal Pipe	49	Lin. Ft.
" 55	Temporary Bridge Etc.	1	L. Sum
" 62	Rip Rap for Bank Protection	80	Cu. Yds.
" 67A	Cable Guard Rail	276	Lin. Ft.
" 67B	Anchors for Cable Guard Rail	4	Each
" 74B	Grouted Cobble Gutter	16	Sq. Yds.

Present concrete arch bridge shall be removed as required and paid for under items, structure and channel excavation as required to meet the specifications.



Project Begins Sta. 0+50
+2.3%
Bridge Begins Sta. 2+40 - Gr. El. 102.61
74'-0"
Sta. 2+80
El. 104.0
200' V.C.
Bridge Ends Sta. 3+14.5 Gr. El. 101.63
Br. End
Br. End
Norm. W. Lev. 91.3
Approx. Stream Bed 89.7
83.14 Elev. Bot. Footing
82.15 Elev. Bot. Footing
-3.40%
Project Ends Sta. 5+50
100
90
80
92.3
6+50
91.6
7+00
91.5
+50
99.4 99.40 +50
98.8 100.55 1+00
98.4 101.70 +50
98.7 102.50 2+00
99.0 +25
97.5 102.57 +50
96.9 +75
96.1 101.95 3+00
95.4 +25
90.3 101.60 +50
91.3 98.90 4+00
91.2 +25
94.6 97.20 +50
96.7 +75
95.3 95.50 5+00
94.6 +25
93.8 93.80 +50
92.9 6+00
93.3 +50

Project # PWA 5639
Route Vt112
Town Whitingham
Pin 00R088
Date 07/10/1934

B.M. No. 1 - El. 100.0 - Spike in Maple [illegible] Right of Sta. 0+65
B.M. No. 2 - El. 100.05 - Spike in 18" Maple [illegible] East end of Present Bridge

CORRECT
A. D. Bischof
BRIDGE ENGINEER

Approved July 10, 1934
H. E. Sargent.
Chief Engineer

HANCOCK BRIDGE
OVER
NORTH RIVER
WHITINGHAM, VT.
St. Aid App. No. 60/33
P.W.A. Doc. No. 5639

Sheet 1 of 9 Sheets

Dist. #1 Plans 1