INDEX OF SHEETS

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" " 2 PLAN & PROFILE OF IMPROVEMENT
" " 3 AUTOMATIC FLASH SIGNAL (020-12-19.1)
" " 4 WIRING CIRCUIT FOR AUTOMATIC FLASH SIGNAL (PLAN No 3314-1)

FED. ROAD DIST. NO.	STATE	P.R.E.H. FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	VT.	139-D	1937	1	4

STATE OF VERMONT

STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY

U.S. WORKS PROGRAM GRADE CROSSING PROJECT

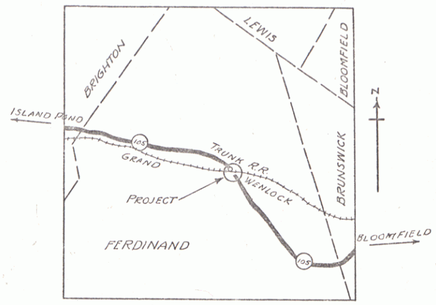
Pin# 00R181

TOWN OF FERDINAND

AUTOMATIC FLASH SIGNAL ON ROUTE VT. 105 AT THE CROSSING OF CANADIAN NATIONAL RAILWAYS BETWEEN ISLAND POND AND BLOOMFIELD AT WENLOCK. MILAGE STATION 448+50.

MP 2.957 - 2.930

LENGTH OF PROJECT 140.0 FEET = 0.027 MILES



SCALE 1 INCH = 1 MILE

APPROVED: 9th December 1936

Chief Engineer, Canadian National Railways.

RIGHT-OF-WAY DIVISION
TOWN FILE
PERPETUAL
Rte
~~Town~~ of VT105
(To Be Returned To R.O.W. Division)

APPROVED: February 15, 1937

Commissioner of Highways

SUBMITTED BY ORDER OF THE STATE HIGHWAY BOARD

RECOMMENDED

District Engineer Bureau of Public Roads

RECOMMENDED FOR APPROVAL

Chief Engineer Bureau of Public Roads

APPROVED

Director - Bureau of Public Roads

SERIES 1937 NO. 139-D FILED

SHEET 1 OF 4

ENTIONAL SIGNS

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.
POINT ON TANGENT ..... P. O. T.

THESE PLANS ARE SUBJECT TO SUCH REVISIONS AS MAY BE REQUIRED BY THE BUREAU OF PUBLIC ROADS AND COMMISSIONER OF HIGHWAYS. CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS OF THE ASSOCIATION OF AMERICAN RAILROADS, WHICH APPLY TO THIS WORK.

SCALES		
PLAN		1" = 50 FEET
PROFILE	HORI.	1" = 50 "
	VERT.	1" = 10 "

W.P.G.H.
139-D 1937 2 4

STA. 0+00

To BLOOMFIELD

CLEAR VIEW 1021' ℄ TRACK TO CROSSING
1000' ℄ ROAD TO CROSSING

TRACK GRADE APPROACHING X-ING FROM WEST = 0.056% FOR 1000 FT.
TRACK GRADE APPROACHING X-ING FROM EAST = 0.007% FOR 1000 FT.
CLEAR VIEW OF CROSSING BY APPROACHING TRAIN FROM WEST = 1021 FT.
CLEAR VIEW OF CROSSING BY APPROACHING TRAIN FROM EAST = 979 FT.

MP 2.930
END PROJECT STA. 10+75

BEGIN PROJECT STA. 9+35
MP 2.957

HIGHWAY - TANGENT
SURFACE - BITUMINOUS TREATED GRAVEL
WIDTH - 18'

STA. 1241+35 CLEAR VIEW 979 ℄ TRACK TO CROSSING 700 ℄ ROAD TO CROSSING

STA. 3+00

N. 30°15' W.

STA. 6+00 TO 7+50 R.R. CAN NOT BE SEEN ON ET.

ADVANCED WARNING SIGN

℄ SIGNAL

PATENT CROSSING SIGNAL

STA. 10+00 ET. 81.5 M.EL. 100.00 TOP OF RAIL

STA. 10+00 WT. 81.5 M.EL. 100.00 TOP OF RAIL

SIGNAL

10+00 ℄ ROAD
1233+56 ℄ TRACK

HIGHWAY P.I.
STA. 10+08
Δ = 3° 58' LT.

STA. 1243+35

To PORTLAND

R.R. CURVE - 1°
Δ = 26° - 37'

GRAND TRUNK RAILWAY CO.

STA. 1223+35

To MONTREAL

STA. 16+00 TO 12+50

ADVANCED WARNING SIGN

R.R. CAN NOT BE SEEN ON ET.

N. 34° W.

CLEAR VIEW 1021' ℄ TRACK TO CROSSING
900' ℄ ROAD TO CROSSING

STA. 1223+35

STA. 19+00

To ISLAND POND

CLEAR VIEW 979' ℄ TRACK TO CROSSING
900' ℄ ROAD TO CROSSING

3+00 4+00 5+00 6+00 7+00 8+00 9+00 BEGIN PROJECT-STA. 9+35 10+00 END PROJECT STA. 10+75 11+00 12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00

110 100 90

-4.20% -1.00% -0.520% +1.40% +1.60% +0.066% + 0.20% +2.305%

100.5 100.9 99.6 98.9 98.5 97.8 97.4 97.8 98.8 100.1 100.4 100.3 100.5 100.5 100.5 100.8 101.1 103.3 105.42 107.42 110.32

HIGHWAY PROFILE

TOP RAIL
100
95
10+75

9+30
TOP RAIL
100
95.0

ADVANCED WARNING SIGNS WILL BE ERECTED, IF THEY ARE NOT ALREADY IN PLACE, IN ACCORDANCE WITH "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES ON STREETS AND HIGHWAYS." (1934)

AUTOMATIC FLASH SIGNAL GRADE CROSSING AT WENLOCK STA. OVER GRAND TRUNK RAILWAY CO. OPERATED BY THE CANADIAN NATIONAL RAILWAYS.

VT. W.P.G.H. 139-D — FERDINAND, VT.

ROUTE VT. 105 — STA. 10+00

ESTIMATED QUANTITIES

REQUIRED: 2 SIGNALS WITH WIRING & WARNING SIGNS.

Surveyed by LANE
Designed by
Drawn by
Traced by O.W.P.
Checked by
Series W.P.G.H. No. 139-D Filed
Sheet 2 of 4 Sheets

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