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27	GUARD RAIL
28	BOUNDARY MARKERS
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STANDARD STRUCTURE SHEETS APPROVED BY THE CHIEF ENGINEER
 S 28 - JULY 11, 1933
 S 30 - AUG 15, 1933
 S 31 - JULY 25, 1934

STATE OF VERMONT
 STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED
 STATE HIGHWAY

FEDERAL AID PROJECT

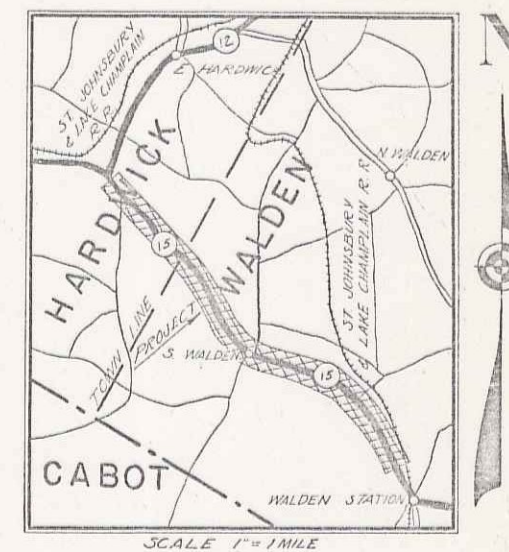
TOWNS OF WALDEN-HARDWICK

WALDEN-HARDWICK ROAD

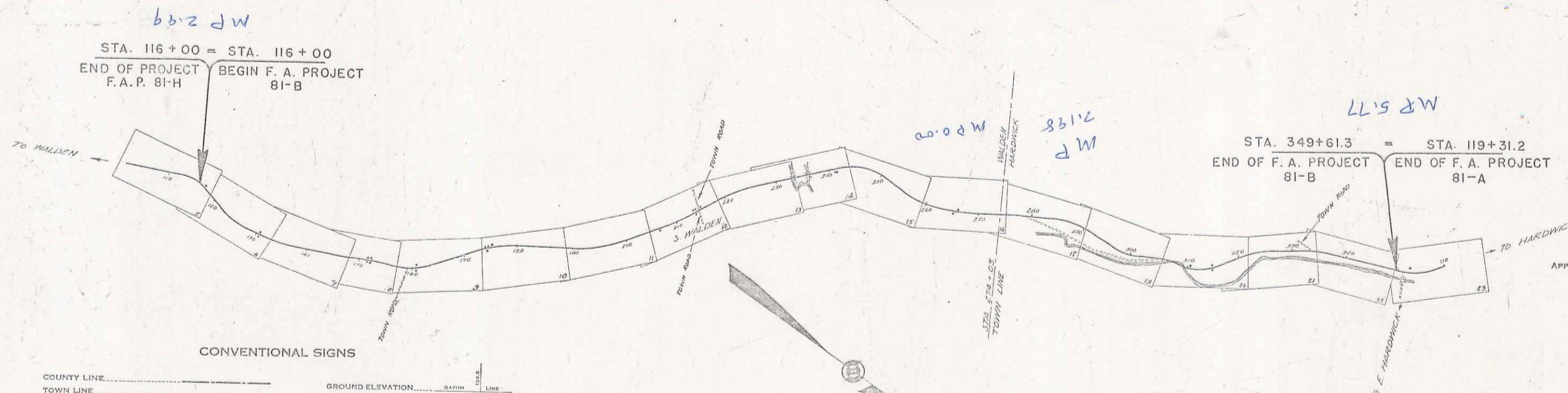
BEGINNING AT A POINT 30 MI. SOUTHEASTERLY OF THE WALDEN-HARDWICK TOWN LINE AND EXTENDING NORTHWESTERLY 4.428 MI. TO A POINT 1.4 MI. NORTHWESTERLY OF THE WALDEN-HARDWICK TOWN LINE

LENGTH OF PROJECT 23,380.6 FEET = 4.428 MILES

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	VT.	81-B	1933	1	102



(To Be Returned to R.O.W. Division)
 M.P. 2.49
 M.P. 2.198
 M.P. 5.77



CONVENTIONAL SIGNS

COUNTY LINE	GROUND ELEVATION
TOWN LINE	GRADE ELEVATION
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	
HEDGES	

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" = 1000'
TYPICAL	1" = 2'
PLAN	1" = 50'
PROFILE	1" = 10'
CROSS SECTION	1" = 5'

These plans are subject to such revisions as may be required by the Bureau of Public Roads or the Commissioner of Highways.
 Construction is to be carried on in accordance with the plans and Standard Road & Bridge Specifications of 1934, as approved December 29, 1936 by the Bureau of Public Roads, including all subsequent approved revisions and such revised specifications and special provisions as are submitted with the plans.
 Attention of the contractor is called to the fact that the State Highway Board reserves the right to extend this project at the same contract prices, said cost of extension not to exceed 25% of the amount of the contract.

APPROVED: *[Signature]*
 DECEMBER 1, 1936
 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

Project No. FAP 81-B
 Rte. VT 15

*PLOT SET INCLUDES
 HISTORICAL SURVEYS
 FOR 81A + 81B

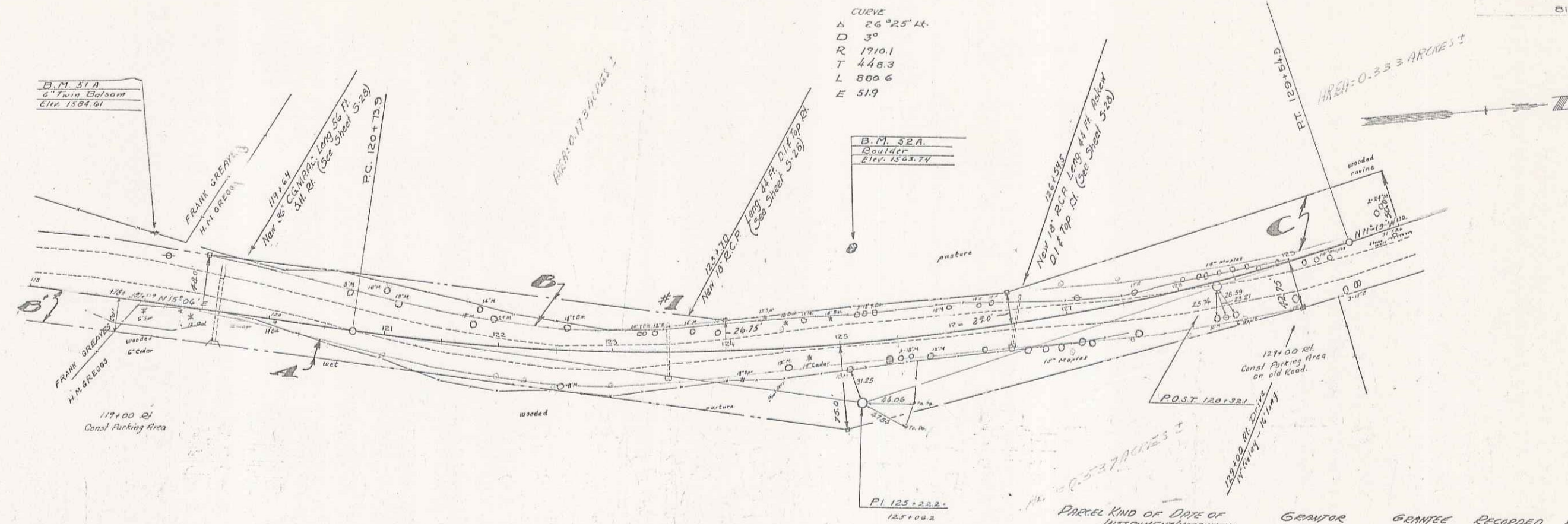
CORRECT _____
 ROAD ENGINEER
 SERIES FAFNO. 81-B FILED
 SHEET 1 OF 102

DIST # 71

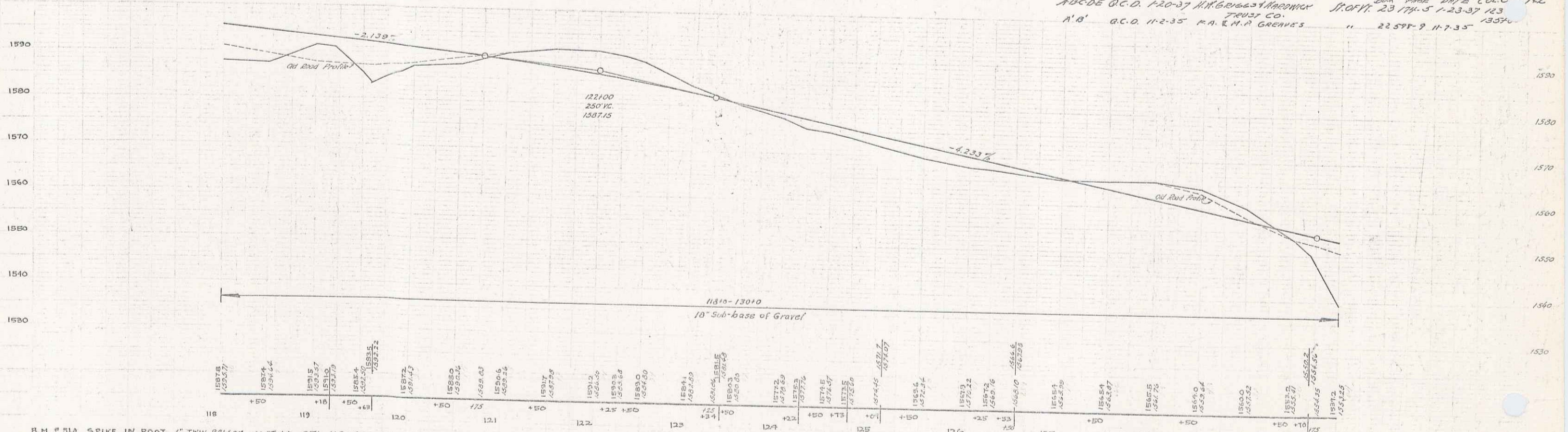
CURVE
 Δ 26°25' L.
 D 3°
 R 1910.1
 T 448.3
 L 800.6
 E 51.9

B.M. 51A
 Spike in Root of
 Twin Balsam
 Elev. 1584.61

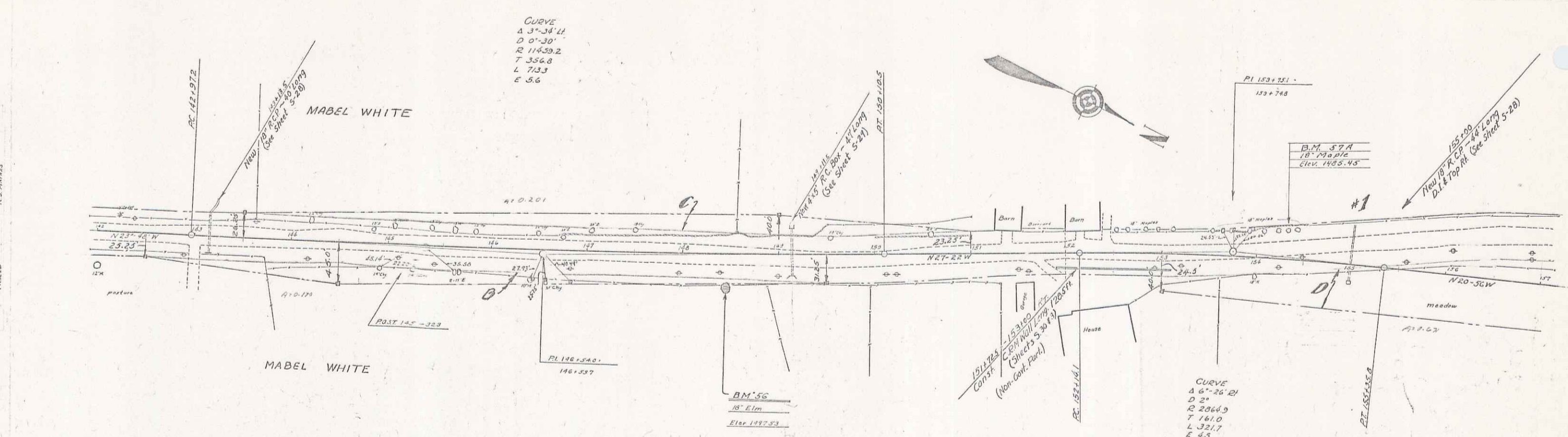
B.M. 52A
 Boulder
 Elev. 1563.74



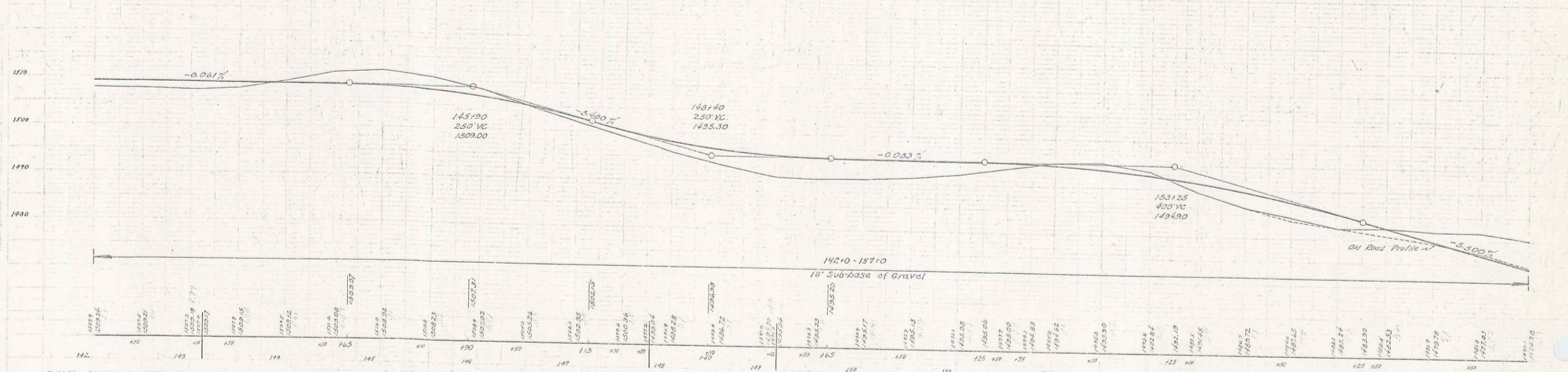
Parcel	Kind of Date of Instrument	Date	Surveyor	Gen'l. Rec'd	Recorded	Remarks
A-B-C-D-E	O.C.D.	1-20-37	H.K. GREENE & COMPANY TRUSS CO.	11/22	11/23	11/23-37 123
A-B	O.C.D.	11-2-35	H.A. E.M.P. GREENE'S	11/22	11/23	11-7-35 13376



B.M. # 51A SPIKE IN ROOT OF TWIN BALSAM 66 FT. LT. STA. 118+00 EL. 1584.61
 B.M. # 52A PAINT SPOT ON BOULDER 80 FT. LT. STA. 125+20 EL. 1563.74

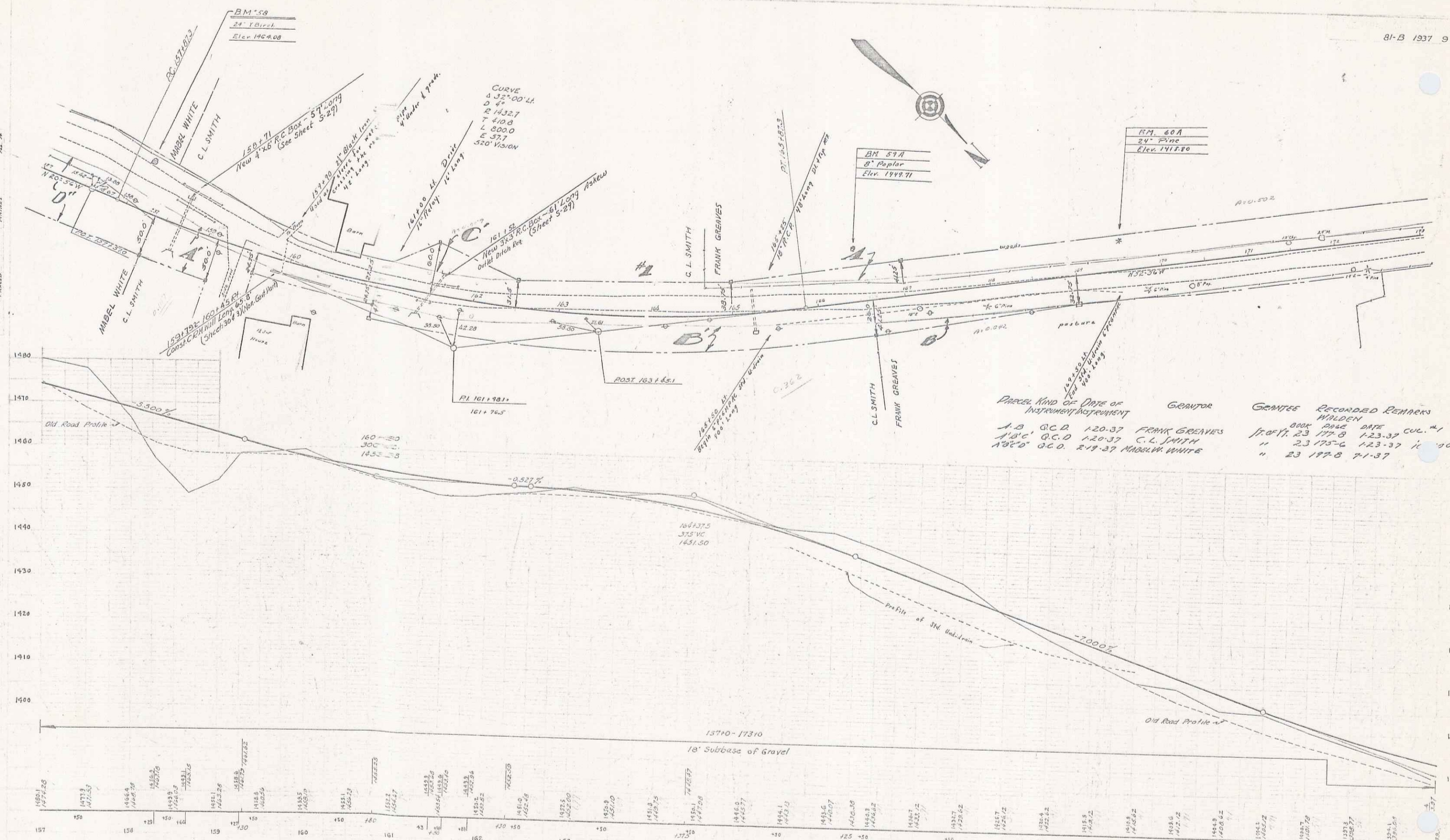


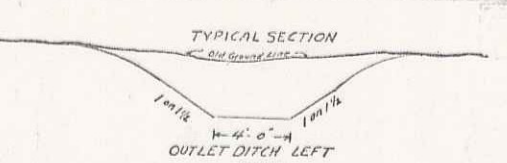
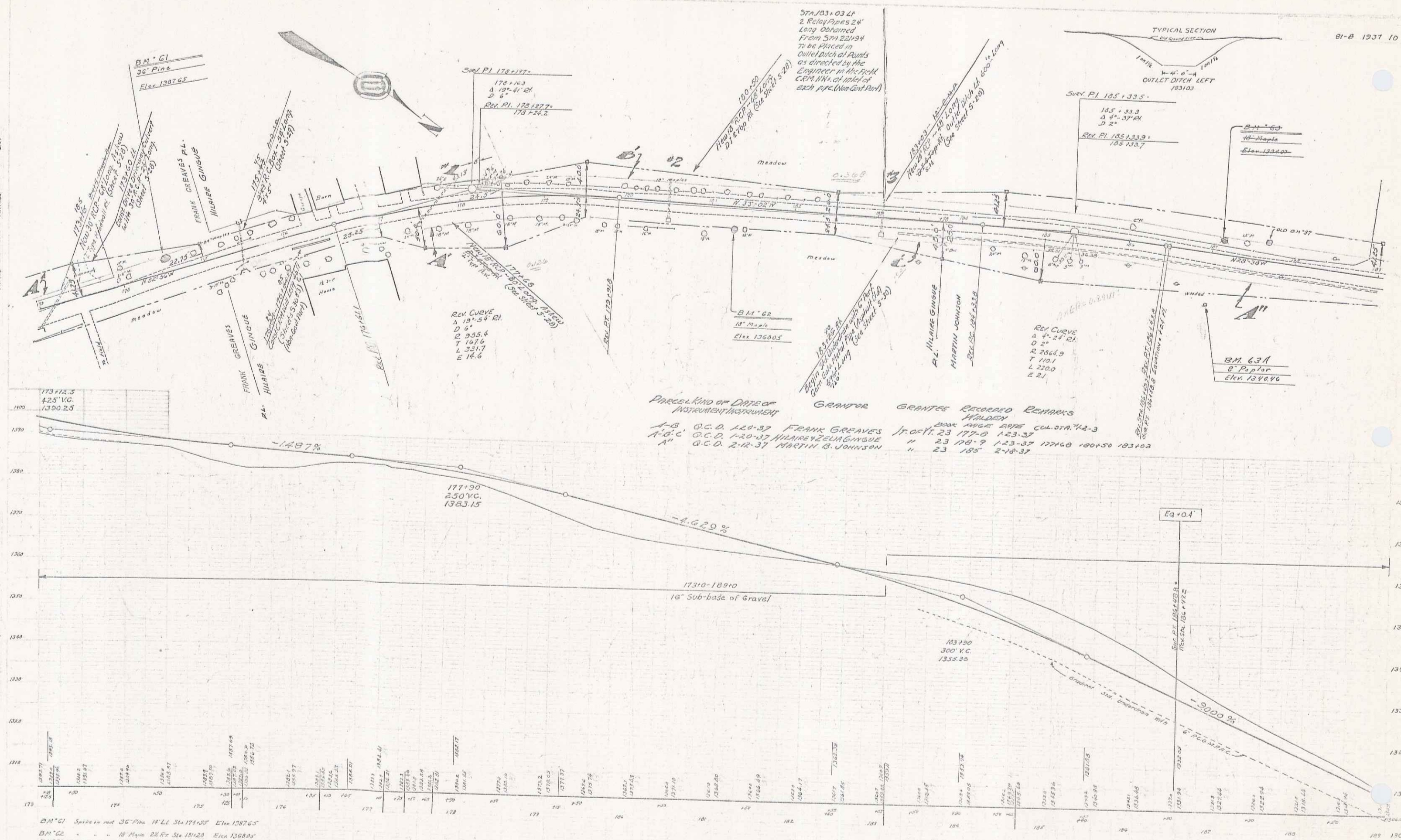
Parcel	Kind of Date of Instrument	Date of Instrument	Grantor	Grantee	Recorded	Remarks
ABCO	G.C.D.	2-9-37	MABEL H. WHITE	WILKINSON	BOOK PAGE 23 197-8	DATE COL. 7-1-39 STA. 155+00



B.M. 56 SPIKE IN ROOT 18' ELM AT 32.374 148+44 EL. 1497.53
 B.M. 57A SPIKE IN ROOT 10' HALE AT 38 STA 150+35 EL. 1485.45

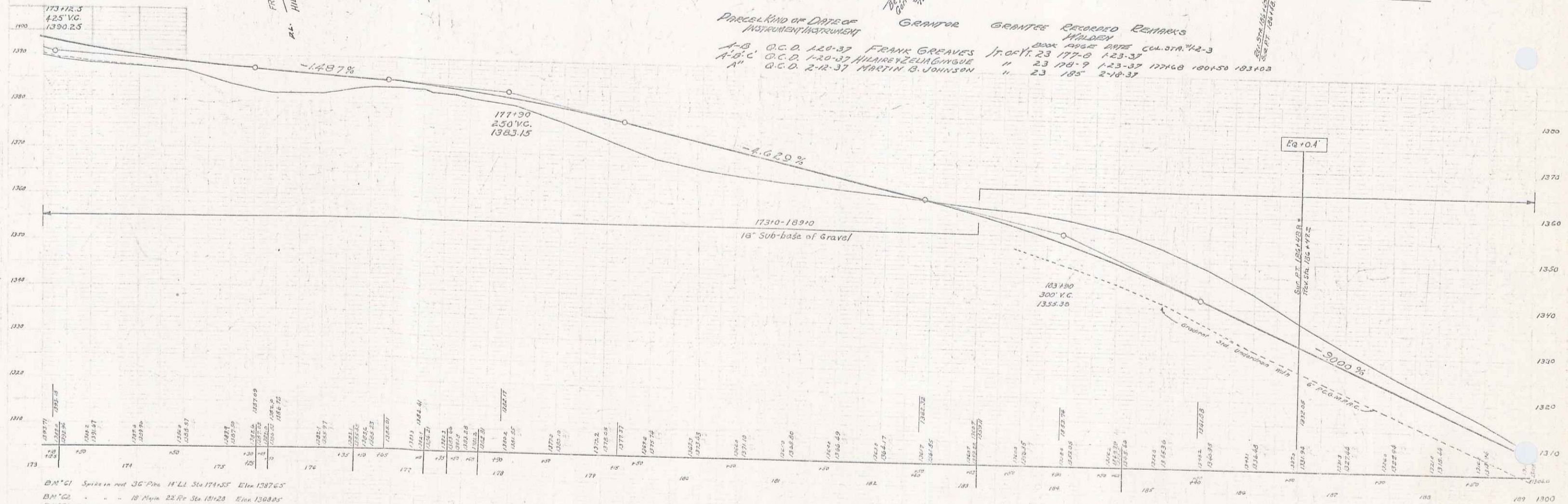
5





GRANTEE RECORDS

Parcel	Kind of Date	Date of Instrument	Grantor	Recorded Book	Page	Reference
1-B	O.C.D.	1-20-37	FRANK GREAVES	23	177-0	123-37
A-D-C	O.C.D.	1-20-37	HILAIPE GINGQUE	23	177-9	123-37
A"	O.C.D.	2-12-37	MARTIN B. JOHNSON	23	185	2-10-37

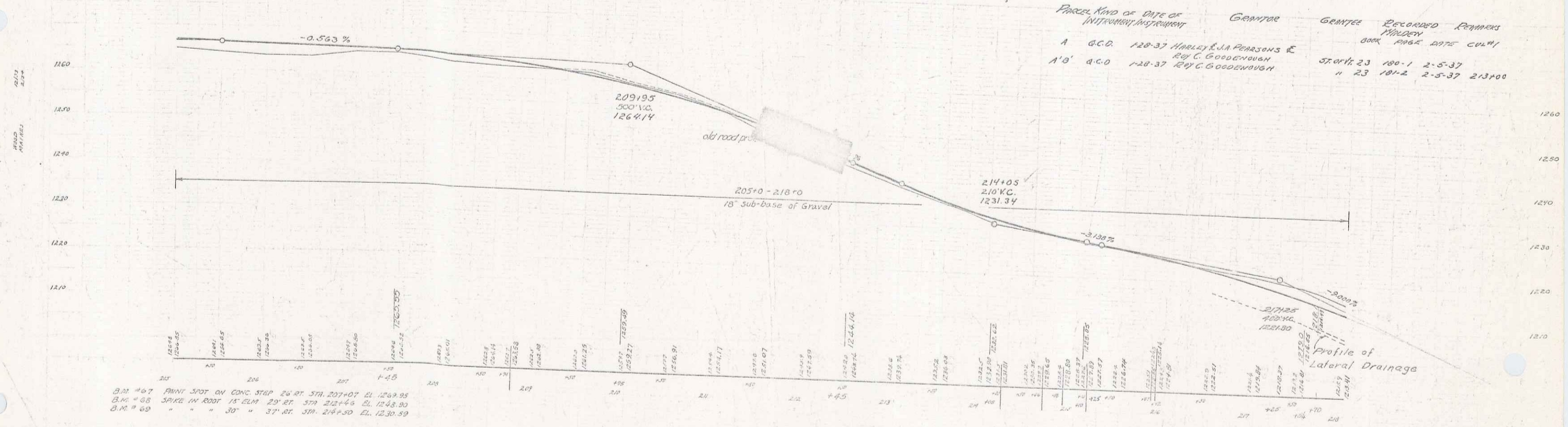
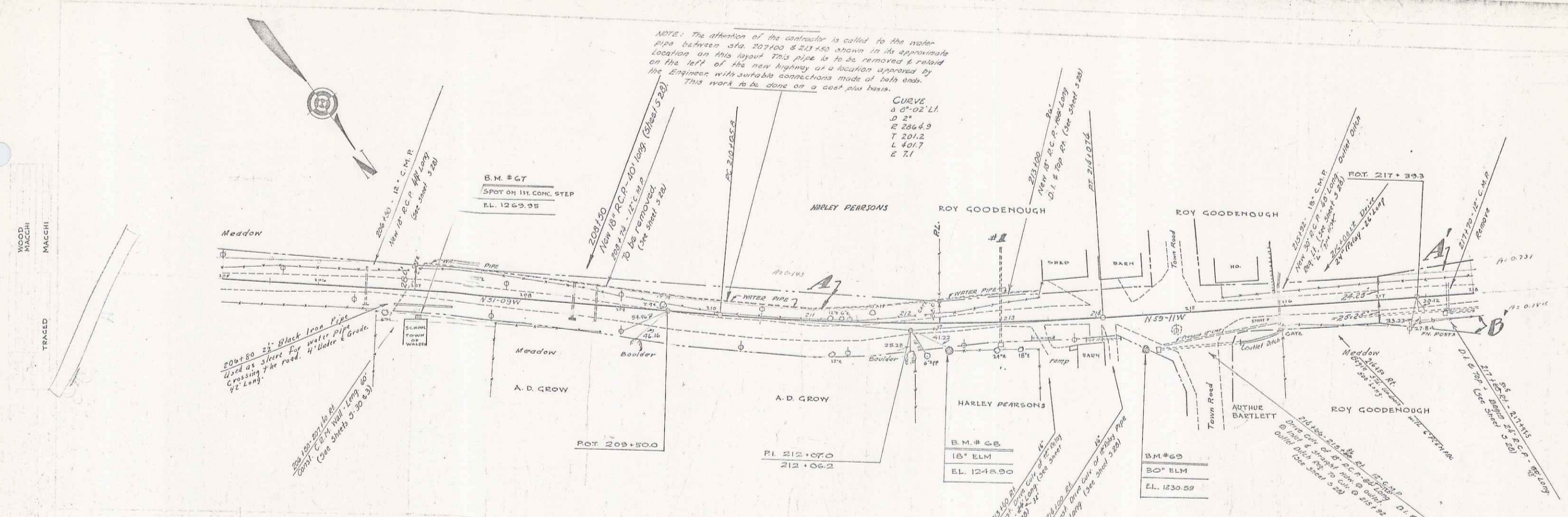


B.M. "C1" Spruce on post 36" Pine 11' LL Sta 174+25' Elev 1387.63
 B.M. "C2" " " " " 22' Fir Sta 181+20' Elev 1388.85
 B.M. "C3A" " " " " 8' Poplar 181+100 Sta 181+00 Elev 1386.46

7

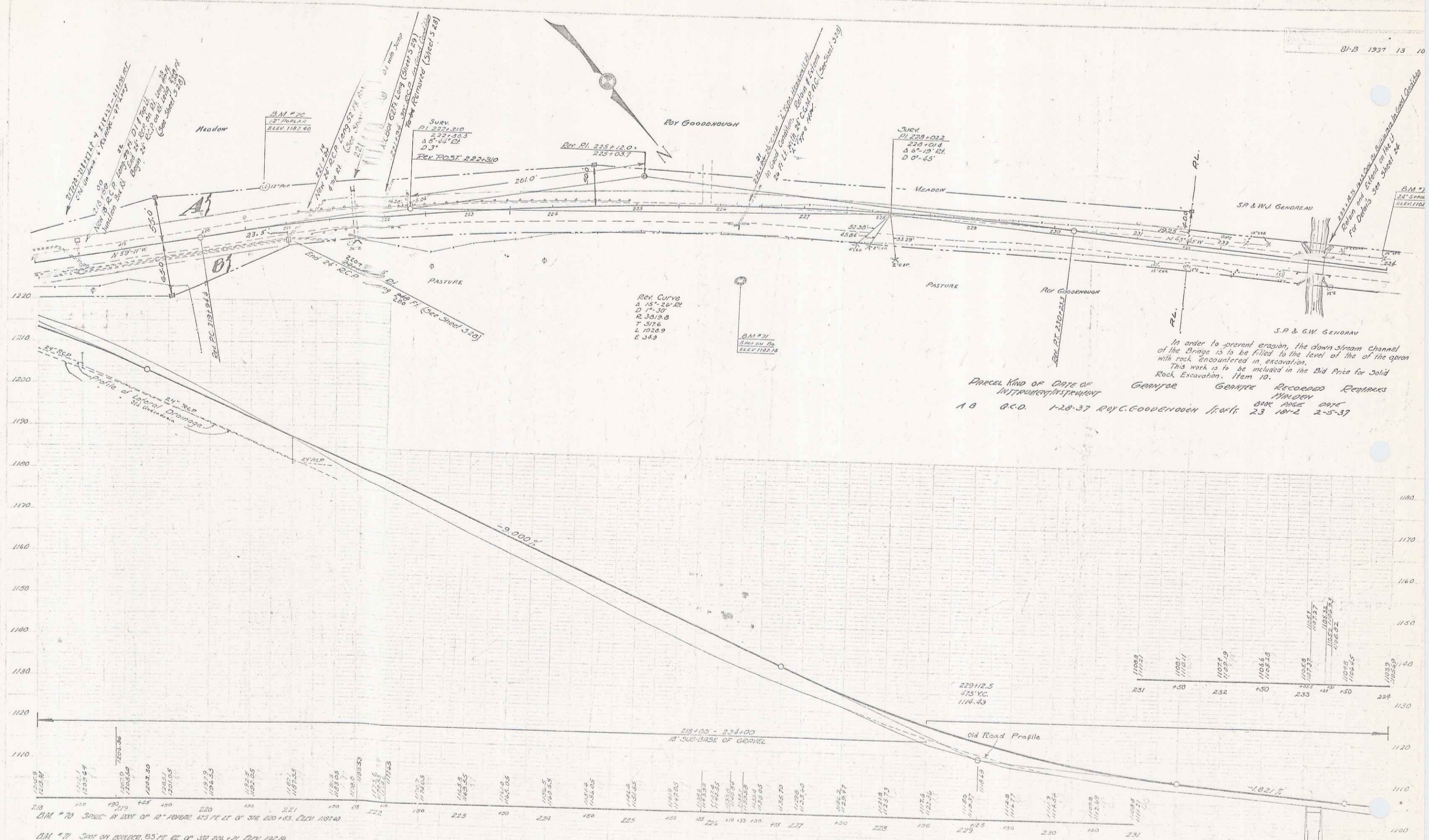
NOTE: The attention of the contractor is called to the water pipe between sta. 207+00 & 213+50 shown in its approximate location on this layout. This pipe is to be removed & re-laid on the left of the new highway at a location approved by the Engineer with suitable connections made at both ends. This work to be done on a cost plus basis.

CURVE
S 0°-02' L.
D 21
E 2866.3
T 201.2
L 401.7
E 7.1



PARCEL	NAME OF DATE OF INSTRUMENT	OWNER	GRADY	RECORDED	REMARKS
A	G.C.D. 128-37	HARLEY & J.A. PEARSONS & ROY C. GOODENOUGH			
A'S	G.C.D. 128-37	ROY C. GOODENOUGH	STATION 23	180-1	2-5-37
			" 23	181-2	2-5-37
				213+00	

B.M. # 67 SPOT ON CONG. STEP 26 FT. STA. 207+07 EL. 1249.95
 B.M. # 68 SPIKE IN ROAD 15' 22.00' 23' ST. STA. 214+05 EL. 1248.00
 B.M. # 69 " " " 30' " 37' ST. STA. 214+50 EL. 1230.59

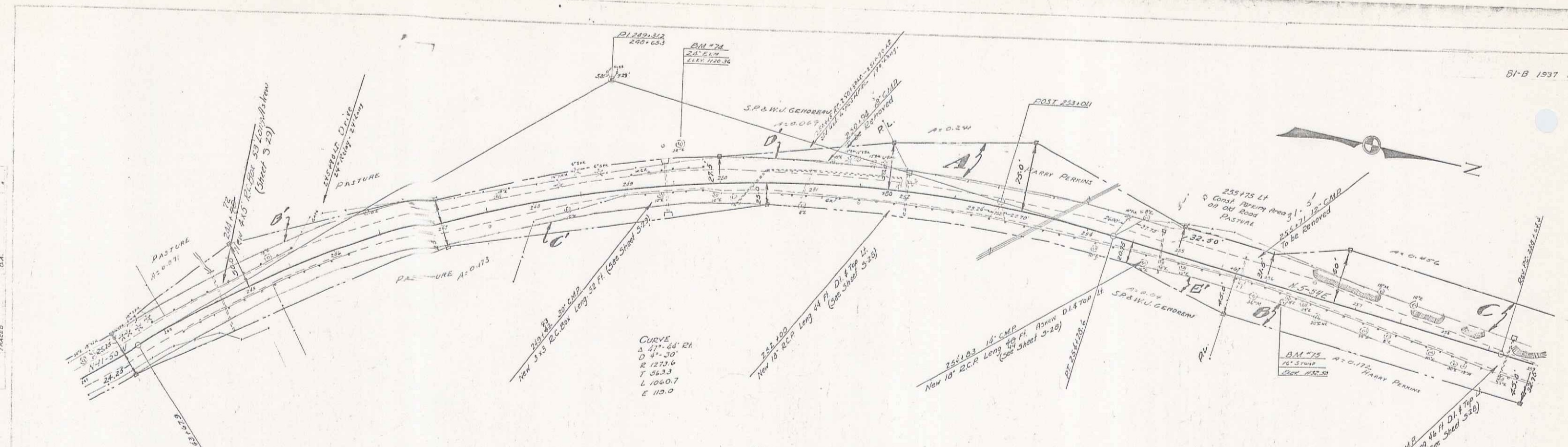


In order to prevent erosion, the downstream channel of the bridge is to be filled to the level of the top of the excavation. This work is to be included in the Bid Price for Solid Rock Excavation, Item 10.

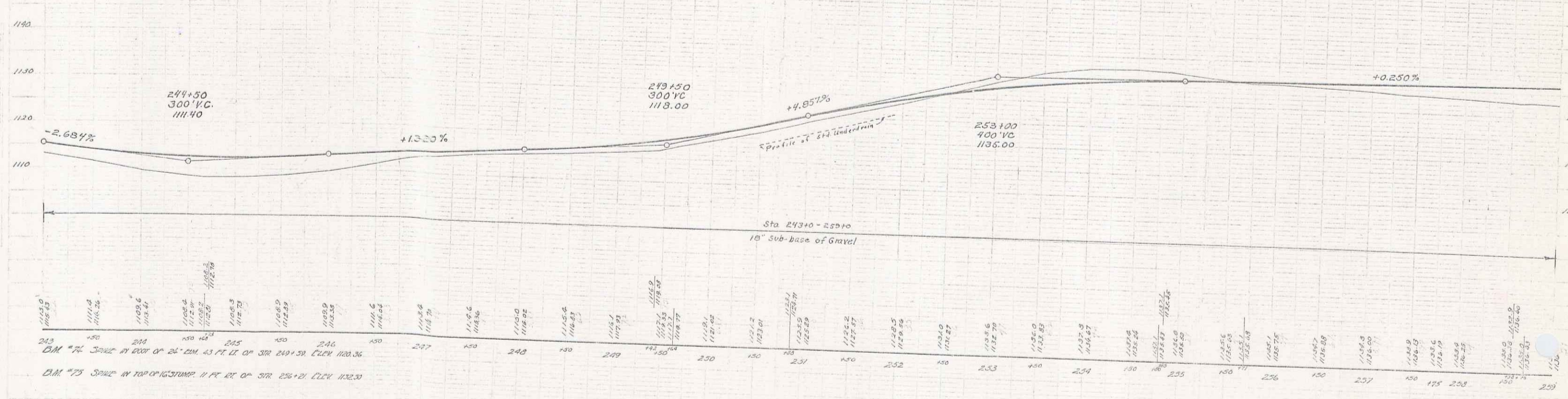
Proposed	Gen'l	Recorded	Remarks
A B	O.C.D.	1-28-37	ROY C. GOODENOUGH
			GEN'L
			RECORDED
			REMARKS
			23 18-2 2-5-37

D.M. #70 SINE IN 225' OF 12" SPAN 43.5 FT. LT. OF 376 220+85. ELEV. 1197.40
 D.M. #71 SINE ON 200' OF 12" SPAN 43.5 FT. LT. OF 376 220+85. ELEV. 1197.40
 D.M. #72 SINE IN 225' OF 24" SPAN 11.75 FT. LT. OF 376 220+92. ELEV. 1192.85

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+50	1199.1
232	1197.9
+50	1198.3
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+50	1198.2
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+50	1140.1
438	1139.8
+50	1140.2
439	



Parcel	Kind of Instrument	Date of Instrument	Grantor	Grantee	Recorded	Return
ABLOCK	O.C.D.	1-28-37	N.M. R.A.M. PERKINS & SONS	BOOK ABLOCK DATE	23	1937-4 2-5-37
AB'CD'	O.C.D.	6-3-37	S.P. & M. GENDREAU	"	23	1937-6 7-1-37
"	MR. RELEASE	5-6-37	FEDLAND BANK	"	23	1937-9 7-1-37
"	"	5-6-37	FED PARK MORTGAGE CORP.	"	23	1937-3 7-4-37

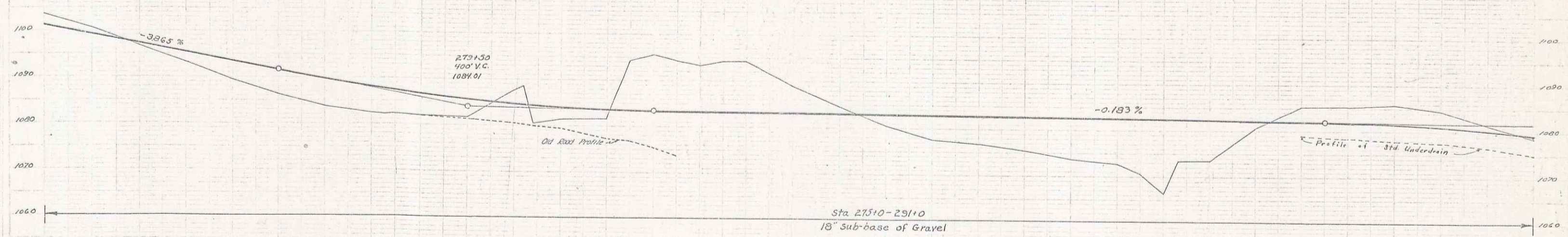
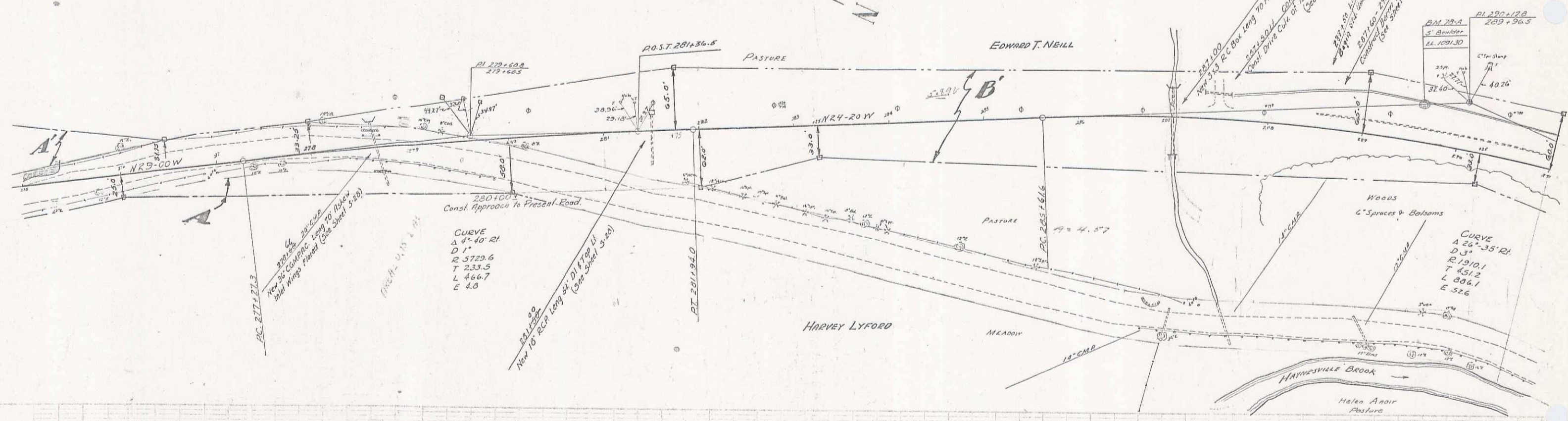
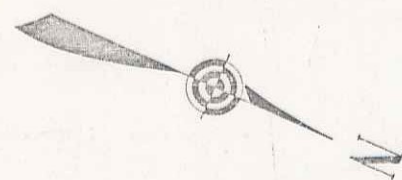


243
C.M. #74 SOURCE AT 200' OF 24' LIM. 43 FT. LT. OF STR. 2491.51. ELEV. 1103.36

244
C.M. #75 SOURCE AT TOP OF CURVE 11 FT. RT. OF STR. 236+21. ELEV. 1132.30

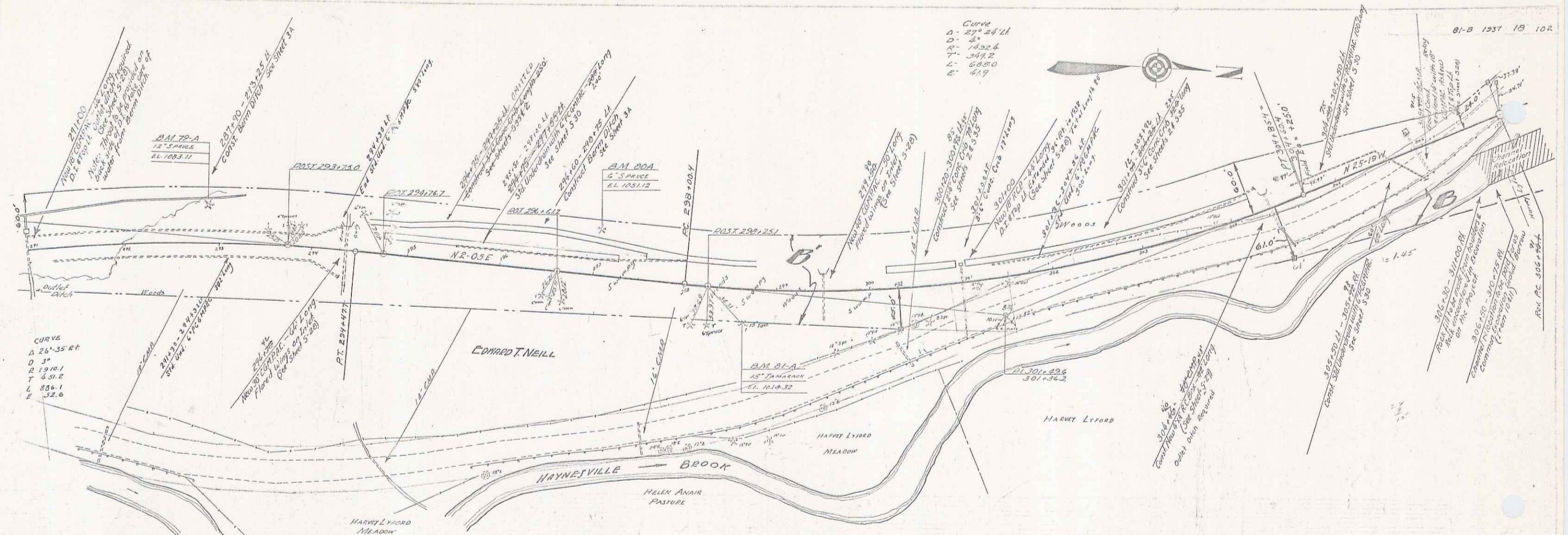
PARCEL KIND OF DATE OF GRANTOR GRANTEE RECORDED REMARKS
 INSTRUMENT INSTRUMENT ACROSS-ROAD DATE
 A.B.C.D. G.C.D. 1-20-37 HARVEY + JIM LYFORD Sta. 111 34 461-2 2-5-37
 100' G.C.D. 3-10-37 EDWARD T. NEILL " 34 469-70 3-17-37

81-B 1931 17 102



1082.7	1083.7	1084.7	1085.7	1086.7	1087.7	1088.7	1089.7	1090.7	1091.7	1092.7	1093.7	1094.7	1095.7	1096.7	1097.7	1098.7	1099.7	1100.7	1101.7	1102.7	1103.7	1104.7	1105.7	1106.7	1107.7	1108.7	1109.7	1110.7	1111.7	1112.7	1113.7	1114.7	1115.7	1116.7	1117.7	1118.7	1119.7	1120.7	1121.7	1122.7	1123.7	1124.7	1125.7	1126.7	1127.7	1128.7	1129.7	1130.7	1131.7	1132.7	1133.7	1134.7	1135.7	1136.7	1137.7	1138.7	1139.7	1140.7	1141.7	1142.7	1143.7	1144.7	1145.7	1146.7	1147.7	1148.7	1149.7	1150.7	1151.7	1152.7	1153.7	1154.7	1155.7	1156.7	1157.7	1158.7	1159.7	1160.7	1161.7	1162.7	1163.7	1164.7	1165.7	1166.7	1167.7	1168.7	1169.7	1170.7	1171.7	1172.7	1173.7	1174.7	1175.7	1176.7	1177.7	1178.7	1179.7	1180.7	1181.7	1182.7	1183.7	1184.7	1185.7	1186.7	1187.7	1188.7	1189.7	1190.7	1191.7	1192.7	1193.7	1194.7	1195.7	1196.7	1197.7	1198.7	1199.7	1200.7	1201.7	1202.7	1203.7	1204.7	1205.7	1206.7	1207.7	1208.7	1209.7	1210.7	1211.7	1212.7	1213.7	1214.7	1215.7	1216.7	1217.7	1218.7	1219.7	1220.7	1221.7	1222.7	1223.7	1224.7	1225.7	1226.7	1227.7	1228.7	1229.7	1230.7	1231.7	1232.7	1233.7	1234.7	1235.7	1236.7	1237.7	1238.7	1239.7	1240.7	1241.7	1242.7	1243.7	1244.7	1245.7	1246.7	1247.7	1248.7	1249.7	1250.7	1251.7	1252.7	1253.7	1254.7	1255.7	1256.7	1257.7	1258.7	1259.7	1260.7	1261.7	1262.7	1263.7	1264.7	1265.7	1266.7	1267.7	1268.7	1269.7	1270.7	1271.7	1272.7	1273.7	1274.7	1275.7	1276.7	1277.7	1278.7	1279.7	1280.7	1281.7	1282.7	1283.7	1284.7	1285.7	1286.7	1287.7	1288.7	1289.7	1290.7	1291.7
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SERIES F.R.P. No. 81-B
SHEET 11 OF 12 SHEETS



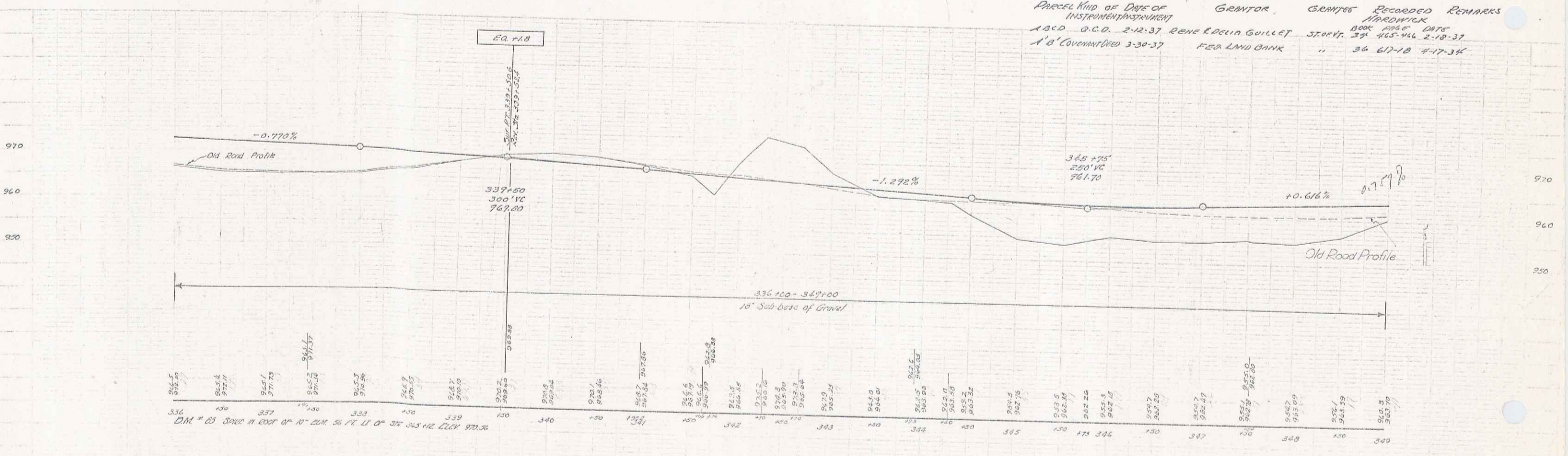
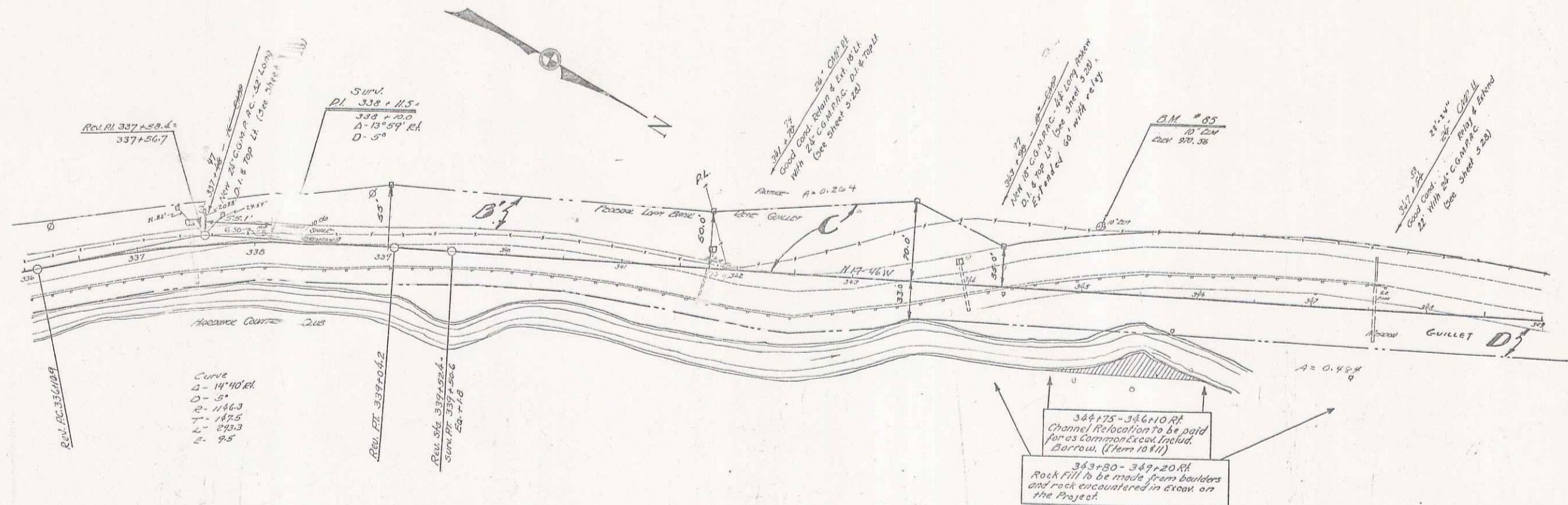
Curve
 Δ - 27° 24' 14"
 D - 24
 R - 1422.4
 T - 348.2
 L - 608.0
 E - 44.9

CURVE
 Δ 26° 35' 42"
 D 31
 R 1910.1
 T 431.2
 L 838.1
 E 32.6

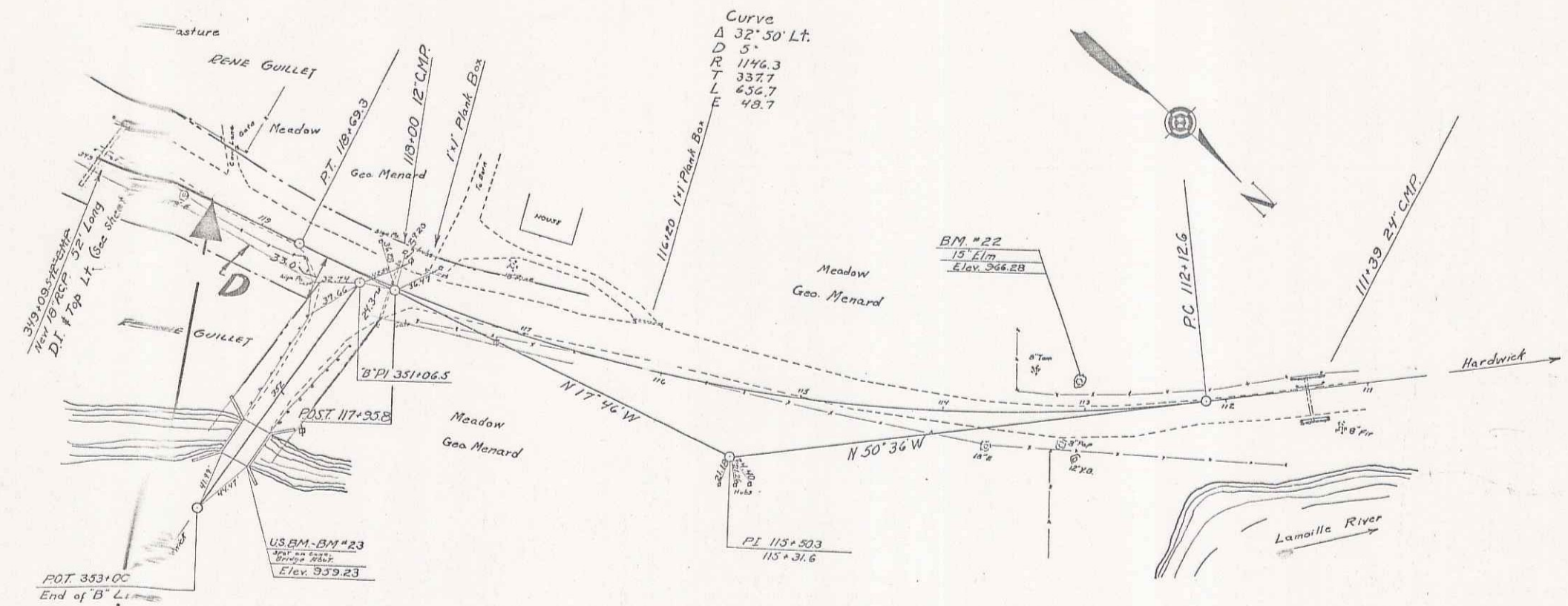
PARCEL AND OF DATE OF AGREEMENT INSTRUMENT	GRANTOR	GRANTEE	RECORDED	REMARKS
A B C D O.C.D. 1-28-37	HARVEY & JOHN LYFORD	JR. & V. L.	34 461.2	2-5-37
A B C O.C.D. 3-10-37	EDWARD T. NEILL	"	34 462.70	3-17-37

B.M. 79-A SPK IN FOOT OF 12" SPUR 37' Lx STA. 292.00 ELEV. 1023.11
 B.M. 80-A SPK IN FOOT OF 6" SPUR 46 1/2' STA. 297.05 ELEV. 1051.12
 B.M. 81-A SPK IN FOOT OF 15" TAMARACK 31' RR STA. 298.80 ELEV. 1028.32

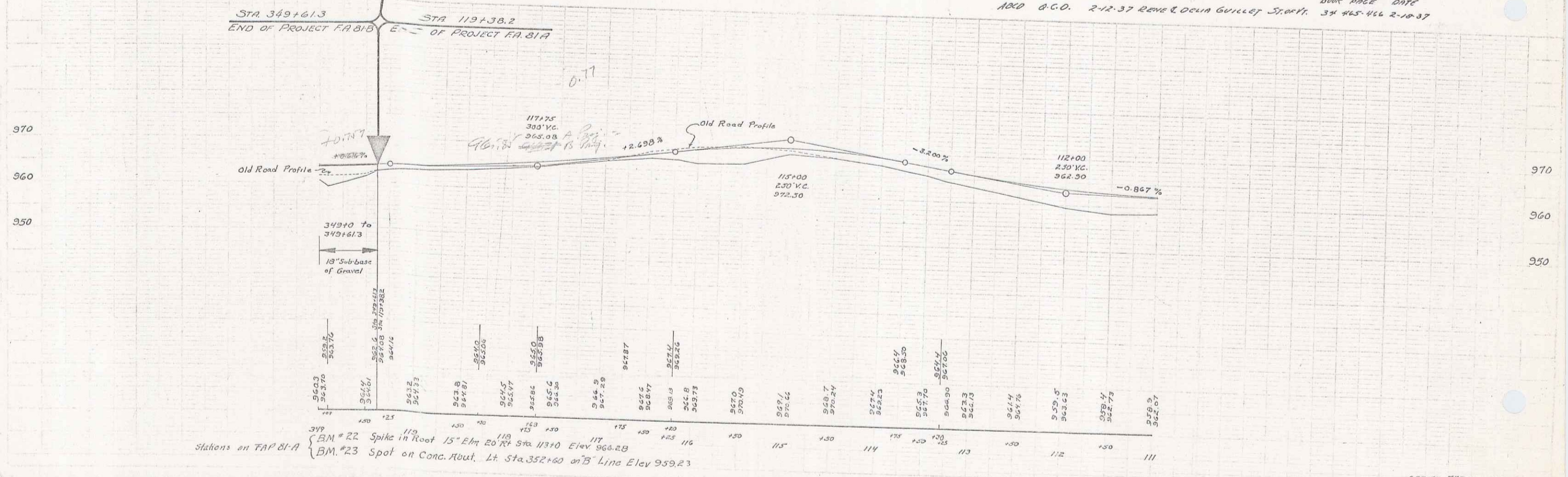
SERIES FHP NO. 81-B
 SHEET 18 OF 18 SHEETS



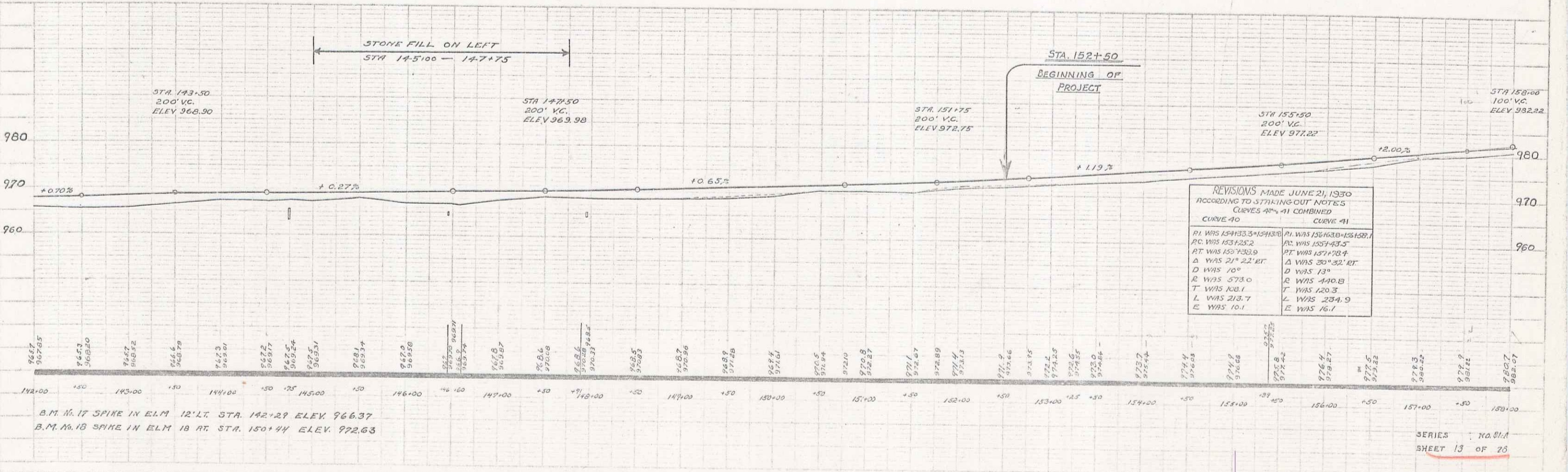
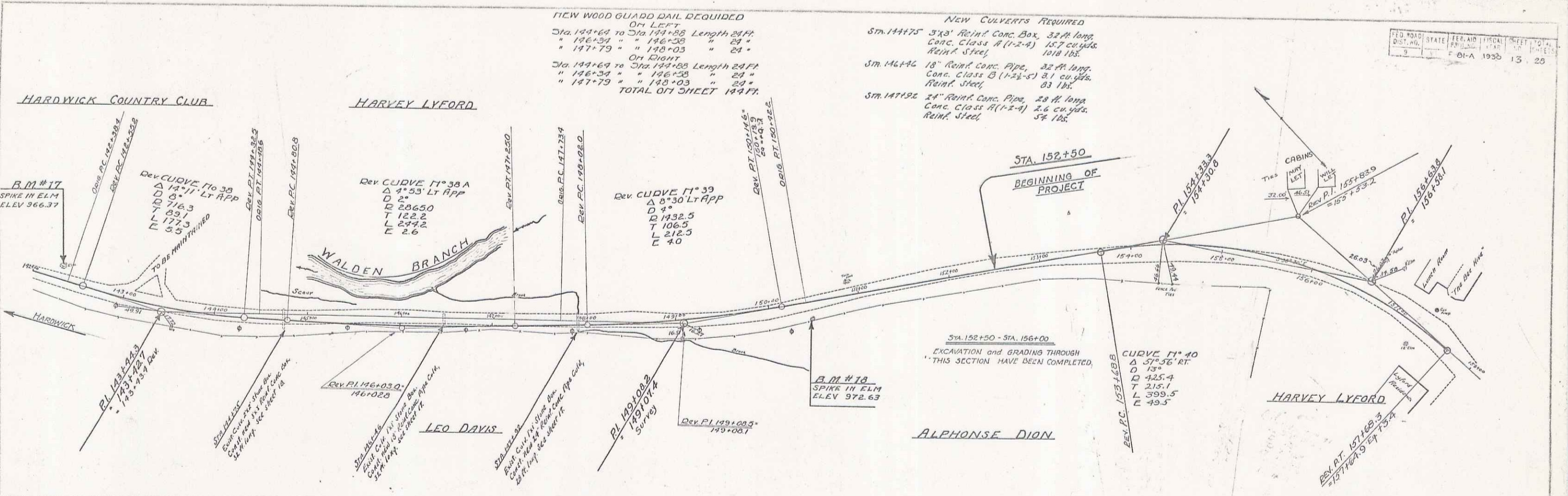
PREPARED BY: D. W. GENTON
 INSTRUMENTED BY: G. C. D. 2-12-37
 N. O. GOVERNMENT 3-30-37
 GENTON: GENTON RECORDED REMARKS
 HARDWICK: BOOK 1088 P. 21-23
 STREET: 374 463-464 2-19-37
 FED LAND BANK: " 36 617-18 4-17-34



PARCEL	Kind	DATE OF INSTRUMENT	GRANTOR	GRANTEE	RECORDED BOOK	RECORDED PAGE	REMARKS
ADD	G.C.D.	2-12-37	RENE & OCLIA GUILLET	ST. 111	34	465-466	2-10-37



Stations on FA#B1-A
 BM #22 Spike in Root 15' Elm 20' Rt Sta 11370 Elev 966.28
 BM #23 Spot on Conc. Abut. Lt Sta 352+60 on 'B' Line Elev 939.23



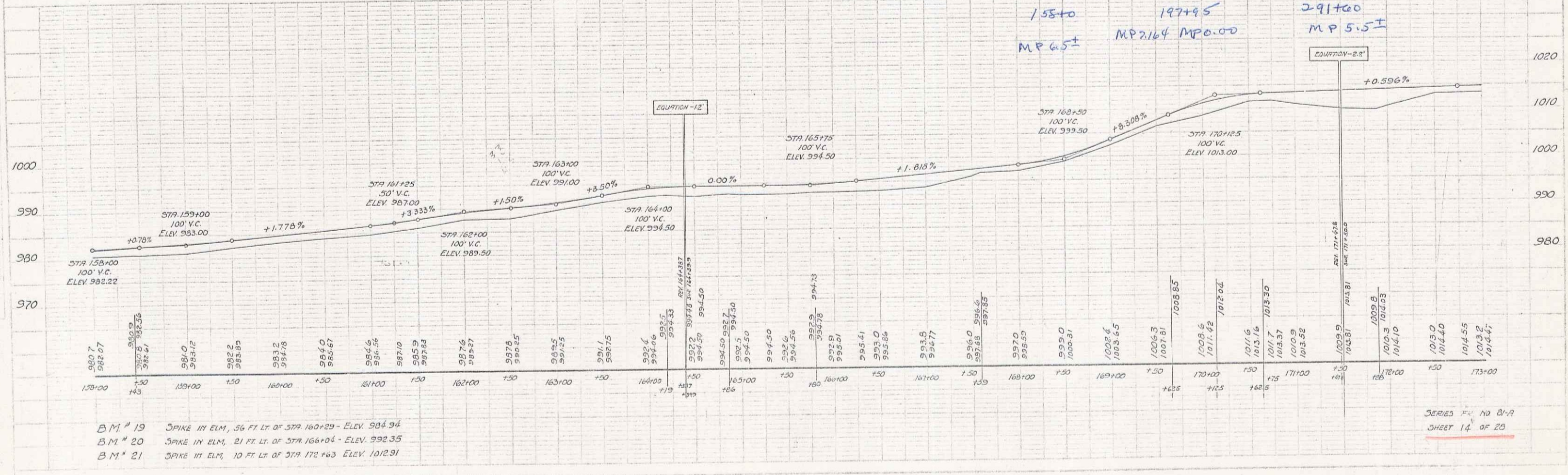
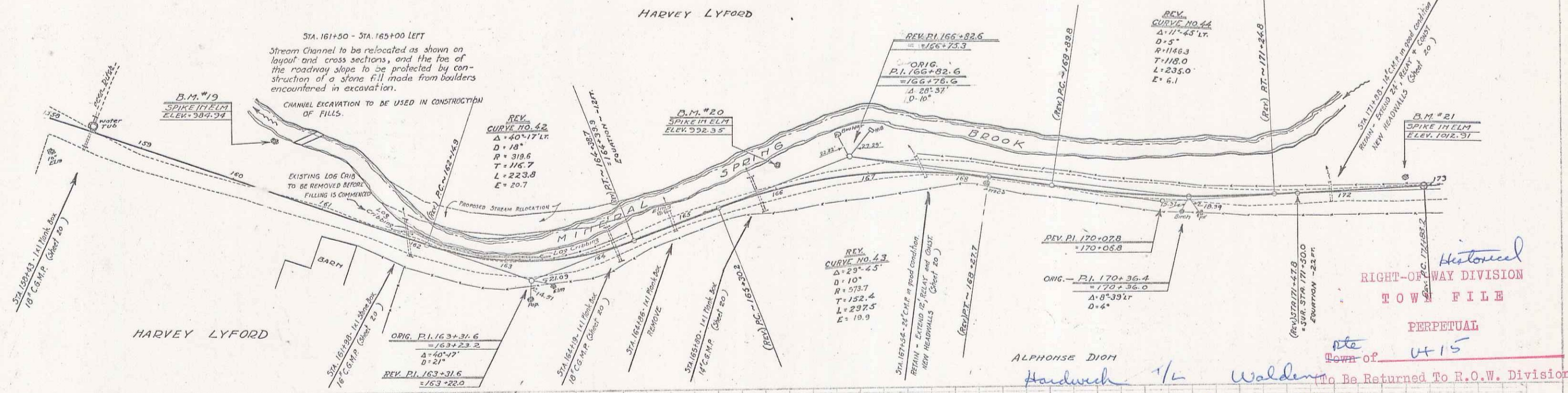
B.M. #17 SPIKE IN ELM 12' LT. STA. 142+29 ELEV. 966.37
 B.M. #18 SPIKE IN ELM 18 RT. STA. 150+44 ELEV. 972.63

WOOD GUARD RAIL REQUIRED		
CONVERT STATION	LEFT	RIGHT
158+43	24'	24'
161+90	-	24'
164+19	-	24'
165+00	-	24'
167+54	24'	24'
171+86	-	24'

CABLE GUARD RAIL REQUIRED			
STA. TO STA.	LEFT	RIGHT	
161+70 - 165+94	424'	-	
163+25 - 172+77	352'	-	

NEW CORR GALV METAL PIPE CULVERTS REQUIRED					
STATION	SIZE	LENGTH	CEMENT	BRICK	MASSONRY
159+43	18"	32'	3.3	cu yds	
161+00	16"	40'	2.7		
164+19	18"	40'	3.3		
165+00	16"	40'	2.5		
167+54	24"	12'	4.0		
171+00	14"	24'	2.5		

STATE OF VERMONT
 ROAD AND BRIDGE DEPARTMENT
 PROJECT NO. 112
 SHEET NO. 14 OF 20
 DATE: 1950



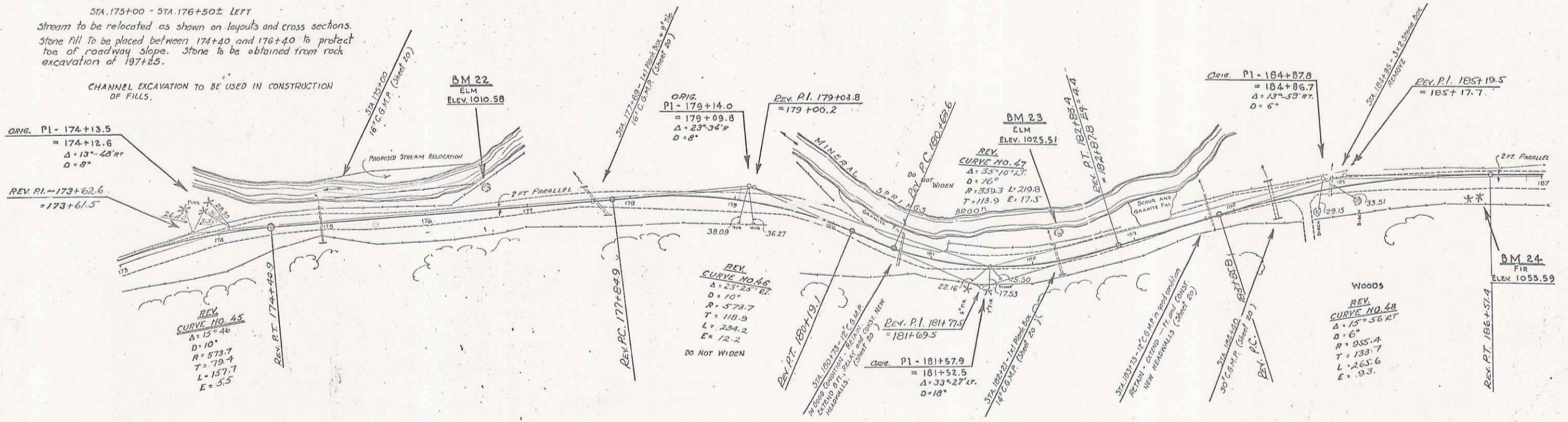
B.M. # 19 SPIKE IN ELM, 56 FT. LT. OF STA 160+29 - ELEV. 984.94
 B.M. # 20 SPIKE IN ELM, 21 FT. LT. OF STA 165+04 - ELEV. 992.35
 B.M. # 21 SPIKE IN ELM, 10 FT. LT. OF STA 172+63 - ELEV. 1012.91

SERIES NO. 87-A
 SHEET 14 OF 20

WOOD GUARD RAIL REQUIRED			CABLE GUARD RAIL REQUIRED			NEW CORR. GALV. METAL PIPE CULVERTS REQUIRED			
CULVERT STATION	LEFT	RIGHT	STA. TO STA.	LEFT	RIGHT	STATION	SIZE	LENGTH	CEMENT RUBBLE MASONRY
175+00	-	24				175+00	18"	36'	1.4 cu yds.
177+69	24	24	174+25-176+41	216	-	177+69	16"	36'	2.7
180+73	-	24	180+25-181+21	96	-	180+73	14"	0'	2.5 (Extension)
182+21	-	24	182+09-183+65	176	-	182+21	14"	32'	2.5
183+73	-	24				184+40	30"	36'	6.3
184+40	24	24				183+73	12"	36'	2.3 (Extension)

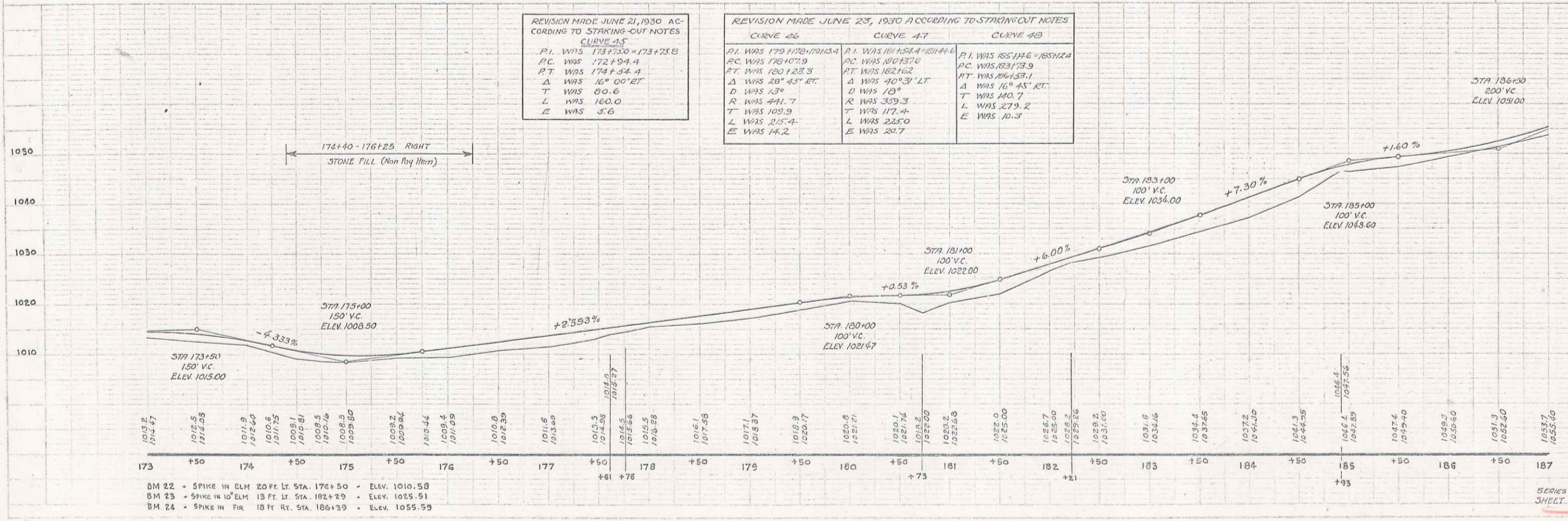
STA. 175+00 - STA. 176+50± LEFT
Stream to be relocated as shown on layouts and cross sections.
Stone fill to be placed between 174+40 and 176+40 to protect toe of roadway slope. Stone to be obtained from rock excavation at 187+25.

CHANNEL EXCAVATION TO BE USED IN CONSTRUCTION OF FILLS.



REVISION MADE JUNE 21, 1930 ACCORDING TO STAKING-OUT NOTES
CURVE 45
P.I. WAS 173+530 = 173+728
P.C. WAS 172+594.4
P.T. WAS 174+54.4
Δ WAS 16° 00' ET
T WAS 80.6
L WAS 160.0
E WAS 5.6

REVISION MADE JUNE 23, 1930 ACCORDING TO STAKING-OUT NOTES
CURVE 46 CURVE 47 CURVE 48
P.I. WAS 179+179 = 179+179
P.C. WAS 178+107.9
P.T. WAS 180+233
Δ WAS 28° 45' ET
T WAS 80.6
L WAS 160.0
E WAS 5.6
P.I. WAS 181+579
P.C. WAS 180+137.0
P.T. WAS 182+162
Δ WAS 40° 31' LT
T WAS 109.4
L WAS 218.8
E WAS 20.7
P.I. WAS 185+116 = 185+116
P.C. WAS 183+139.9
P.T. WAS 186+154.1
Δ WAS 16° 45' ET
T WAS 140.7
L WAS 279.2
E WAS 10.3



DM 22 - SPIKE IN ELM 20 FT. LT. STA. 176+50 - ELEV. 1010.58
DM 23 - SPIKE IN 10' ELM 13 FT. LT. STA. 182+29 - ELEV. 1025.51
DM 24 - SPIKE IN FIR 18 FT. RT. STA. 186+39 - ELEV. 1055.59

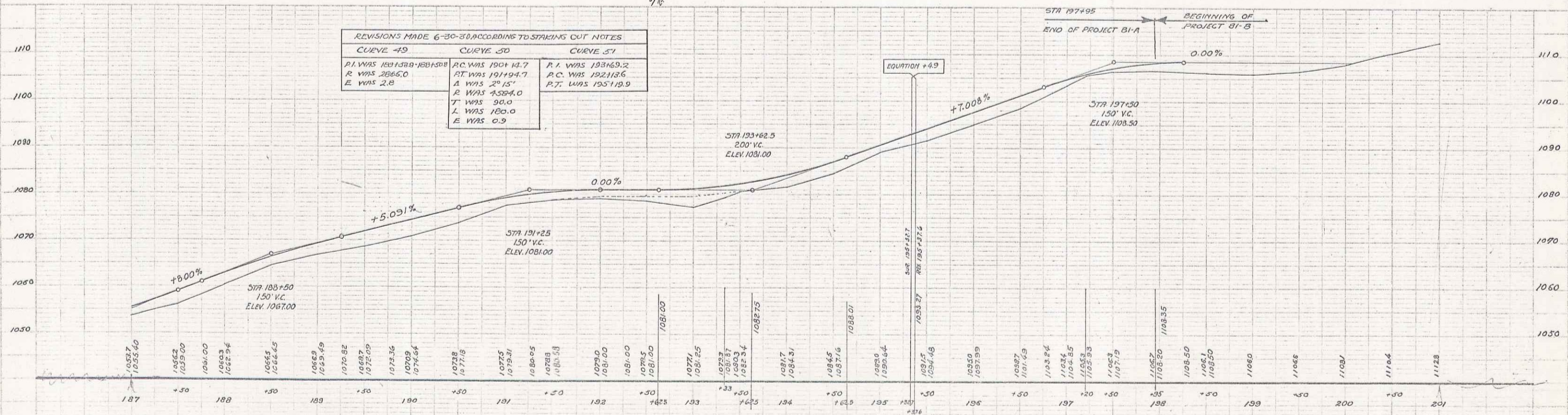
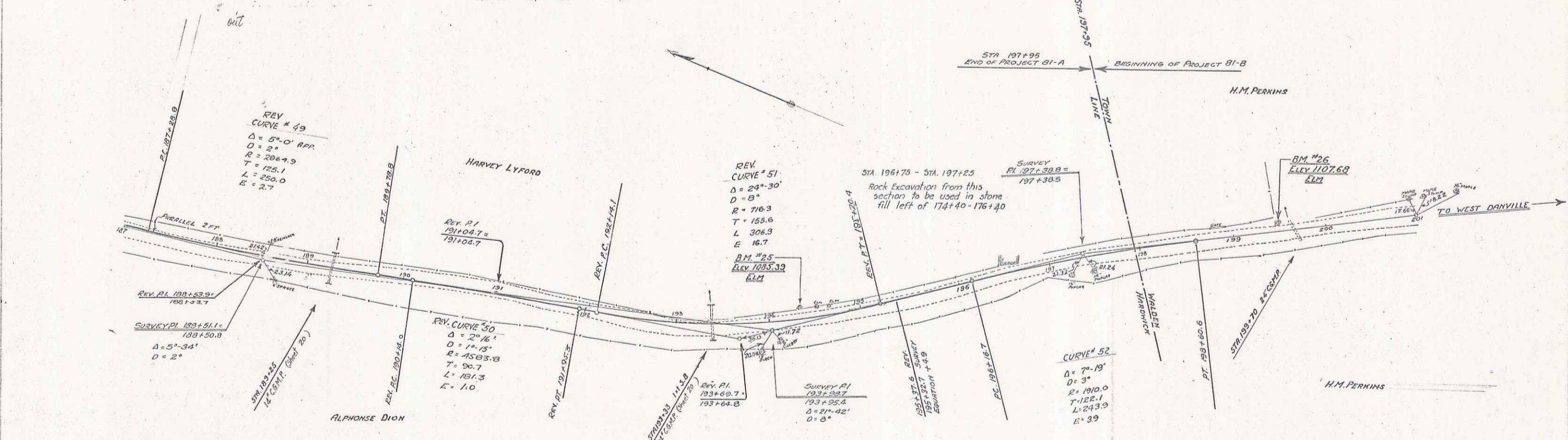
WOOD GUARD RAIL REQUIRED

CULVERT STATION	LEFT	RIGHT
189+25	24'	24'
193+33	24'	24'

NEW CORR GALV METAL PIPE CULVERTS REQUIRED

STATION	SIZE	LENGTH	CONTENT	PILE MASS
189+25	14"	32'	2.5 cu yds	
193+33	24"	36'	4.0 "	

STATE ROAD DISTRICT SHEET TOTAL
 1933-1934 YEAR NO. SHEETS
 81-A 1933 16 20



REVISIONS MADE 6-30-30 ACCORDING TO STAKING OUT NOTES

CURVE 49	CURVE 50	CURVE 51
P.I. WAS 1811.50	P.C. WAS 1901.47	P.I. WAS 193169.2
R WAS 2865.0	ST WAS 191194.7	P.C. WAS 192118.6
E WAS 2.8	A WAS 2° 15'	R.T. WAS 195119.9
	R WAS 4330.4	
	T WAS 90.0	
	L WAS 180.0	
	E WAS 0.9	

B.M. NO. 25 SPIKE IN ELM 9' ST. STA. 194+30 ELEV. 1085.39
 B.M. NO. 26 SPIKE IN ELM 11' ST. STA. 199+52 ELEV. 1107.68

SERIES NO. 81-A
 SHEET 16 OF 20

R16
 24

"INDEX OF SHEETS"
 1 TYPICAL SECTIONS
 2-7 LAYOUTS
 8-10 STANDARD STRUCTURES
 11-20 CROSS-SECTIONS

WOOD GUARD RAIL REQUIRED

CULVERT STATION	LEFT	RIGHT
199+7.0	24'	24'
202+50	24'	24'
209+6.8	-	24'

CABLE GUARD RAIL REQUIRED

STATION TO STATION	LEFT	RIGHT
209+06 - 209+86	80'	-

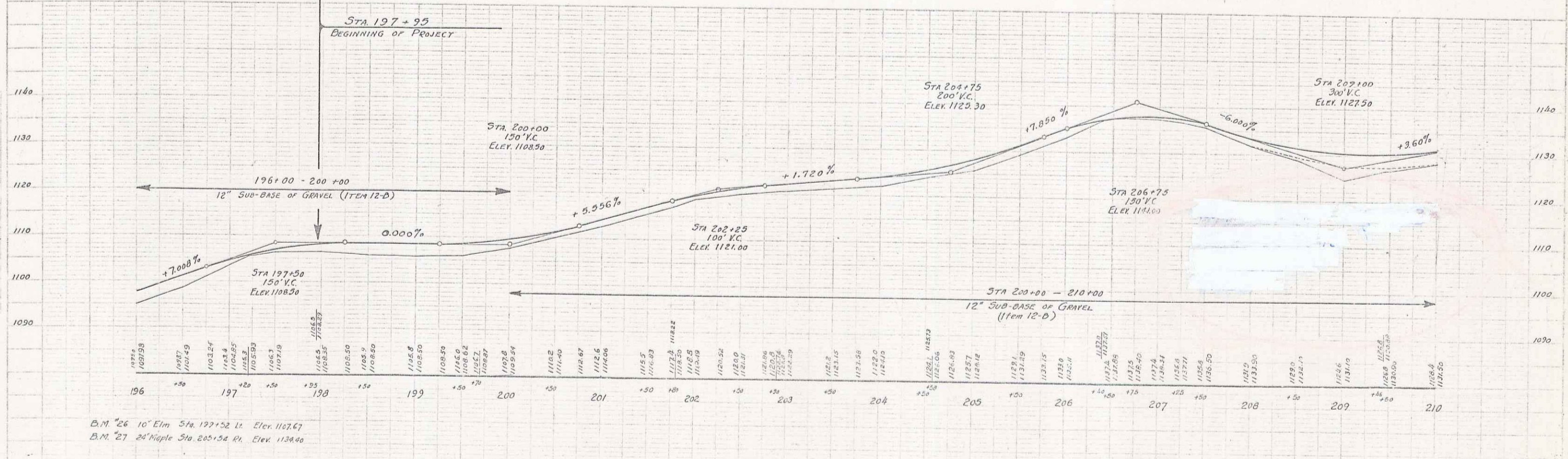
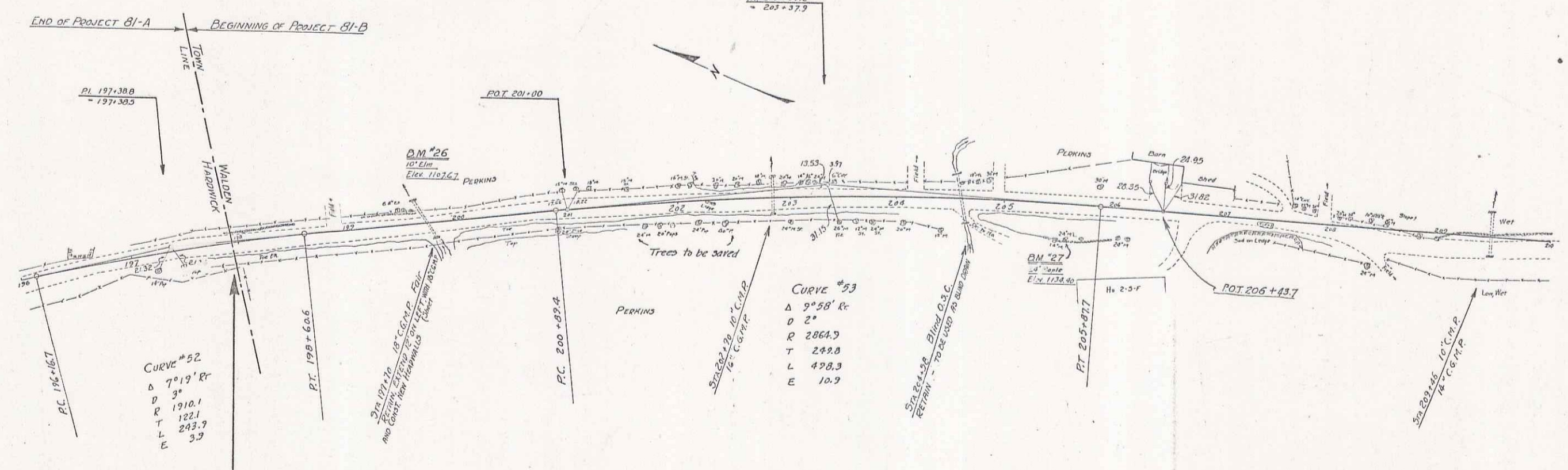
NEW CORR GALV METAL PIPE CULVERTS PROVIDED

STATION	SIZE	LENGTH	CEMENT EXPOSED MASONRY
202+90	16"	32'	2.7 cu yds
203+46	14"	40'	2.5 cu yds

CULVERT REPAIRS REQUIRED

STATION	NATURE OF REPAIRS	C.G.M.P.	CEMENT EXPOSED MASONRY
199+70	Extend 12' Lz + Const. new headwalls	18"	3.3 cu yds

ROAD STATE DIST. AND TOWN SHEET NO. 1930 2 20



B.M. #26 10' Elm Sta. 197+52 L. Elev. 1167.67
 B.M. #27 24' Maple Sta. 205+52 R. Elev. 1134.40

WALDEN BI-B
 Sheet 2 of 20

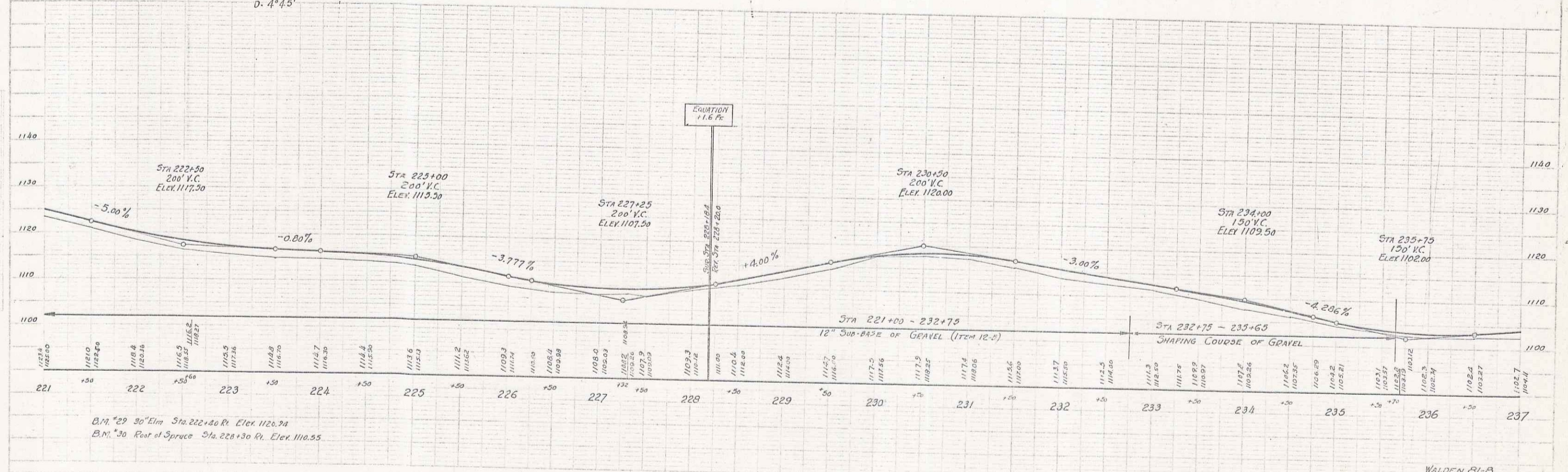
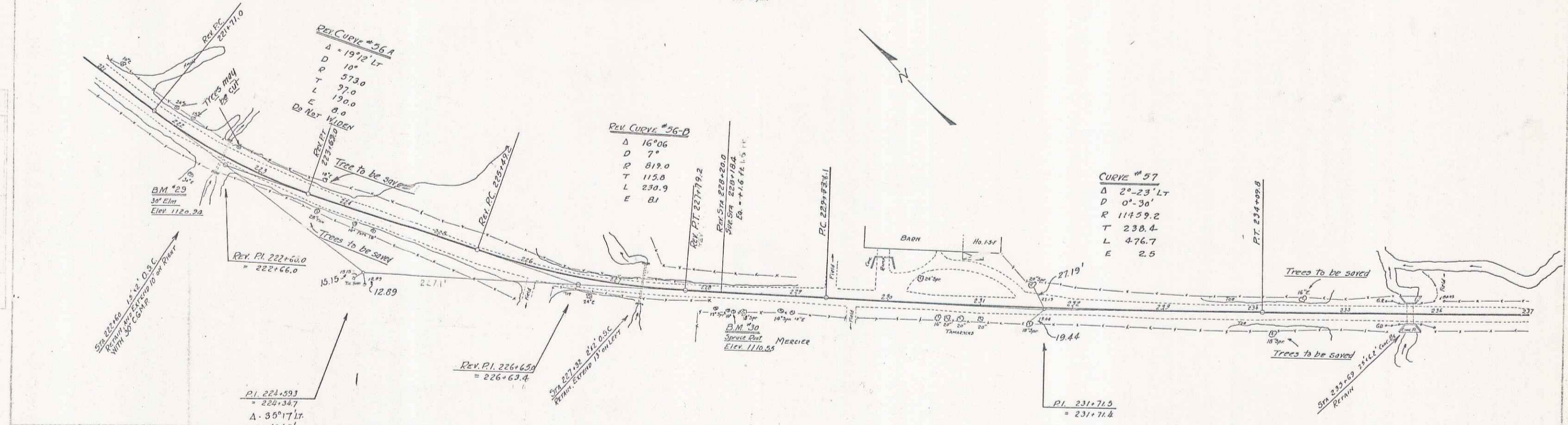
B2 25

WOOD GUARD RAIL REQUIRED		
CONVERT STATION	LEFT	RIGHT
222+60	24'	24'
227+32	-	24'
235+69	24'	24'

CABLE GUARD RAIL REQUIRED		
STATION TO STATION	LEFT	RIGHT
116711		

CULVERT REPAIRS REQUIRED		
STATION	NATURE OF REPAIRS	CEMENT GRADE
222+60	Extend 10' on rt. side Lt. 30"	5.0 cu yds
227+32	Extend 15' on Lt.	6.5 cu yds

WALDEN 81-B 1938 4 20



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B.M. #29 30" Elm Sta. 222+40 R. Elev. 1120.94
B.M. #30 Root of Spruce Sta. 228+30 R. Elev. 1116.55

84 26

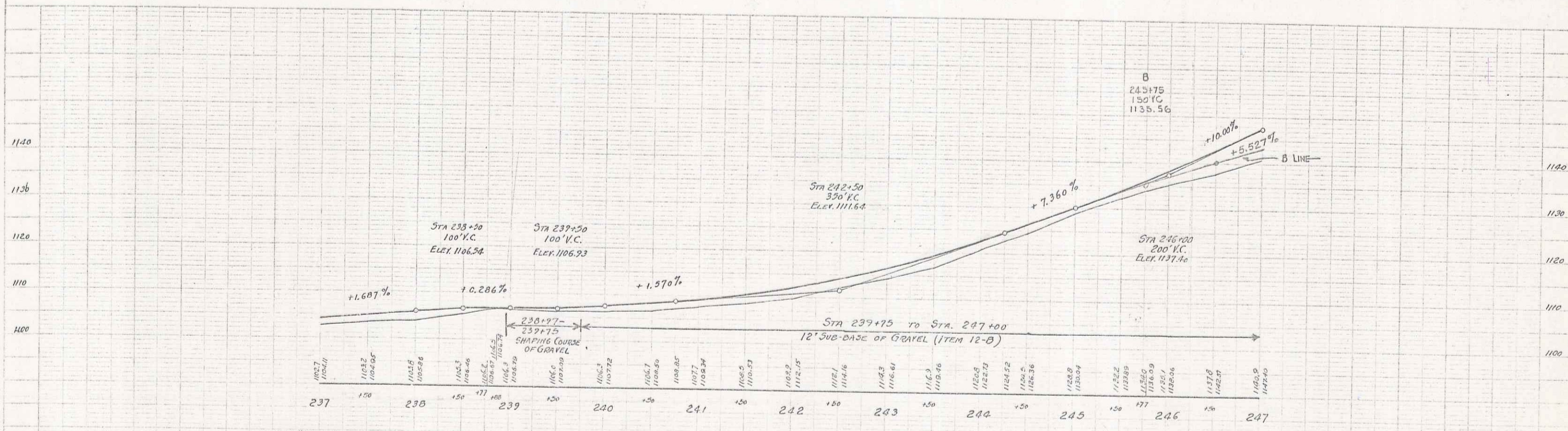
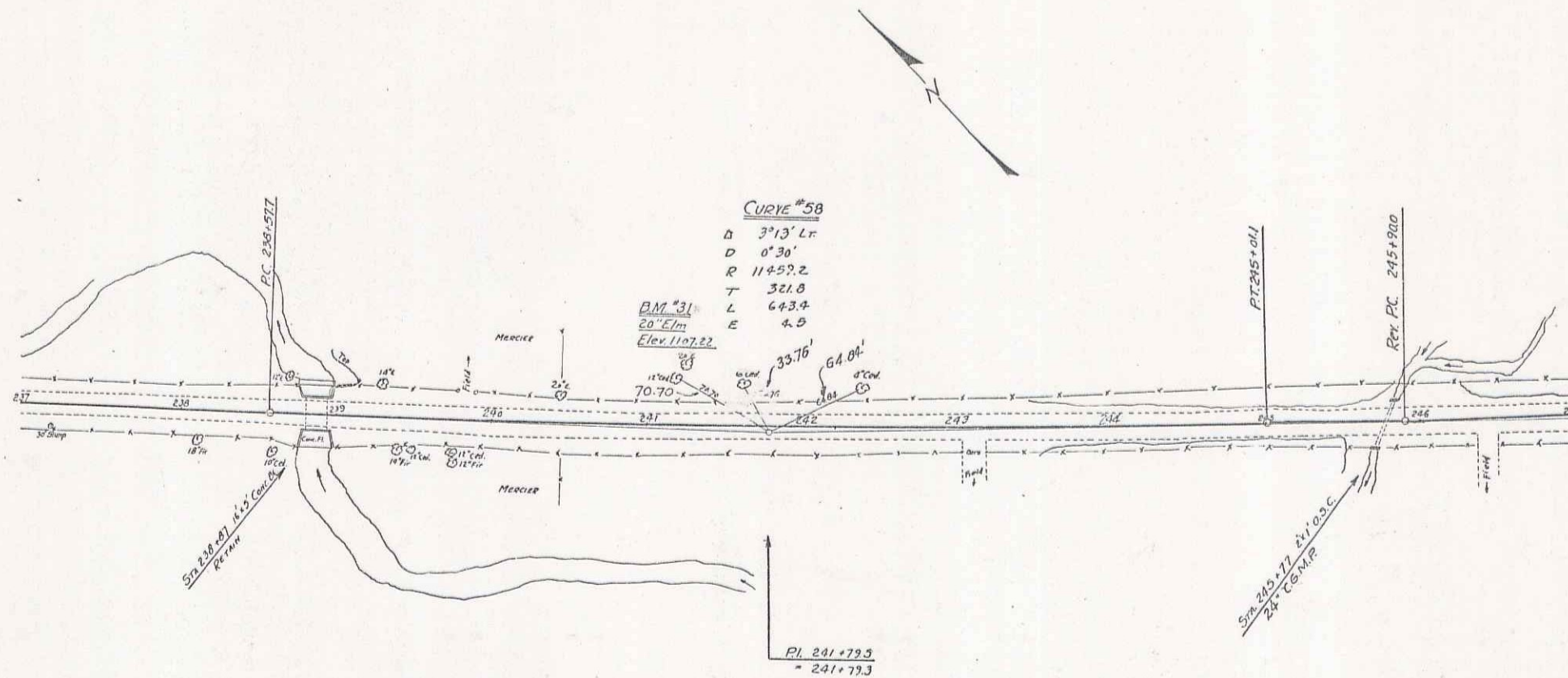
WOOD GUARD RAIL REQUIRED

CULVERT STATION	LEFT	RIGHT
238+87	24'	24'
245+77	24'	24'

NEW CORR. GALV. METAL PIPE CULVERTS REQUIRED

STATION	SIZE	LENGTH	CEMENT REBOL MASONRY
245+77	24"	30'	4.0 cu yds.

PLAN SHEET 5 OF 20
81-D 1930 5 20

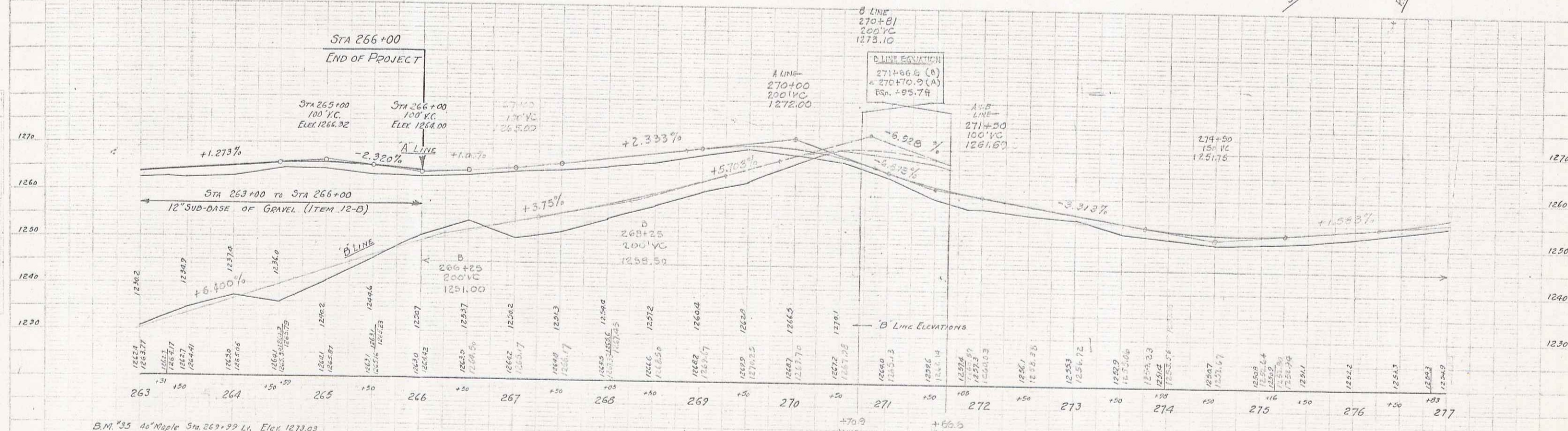
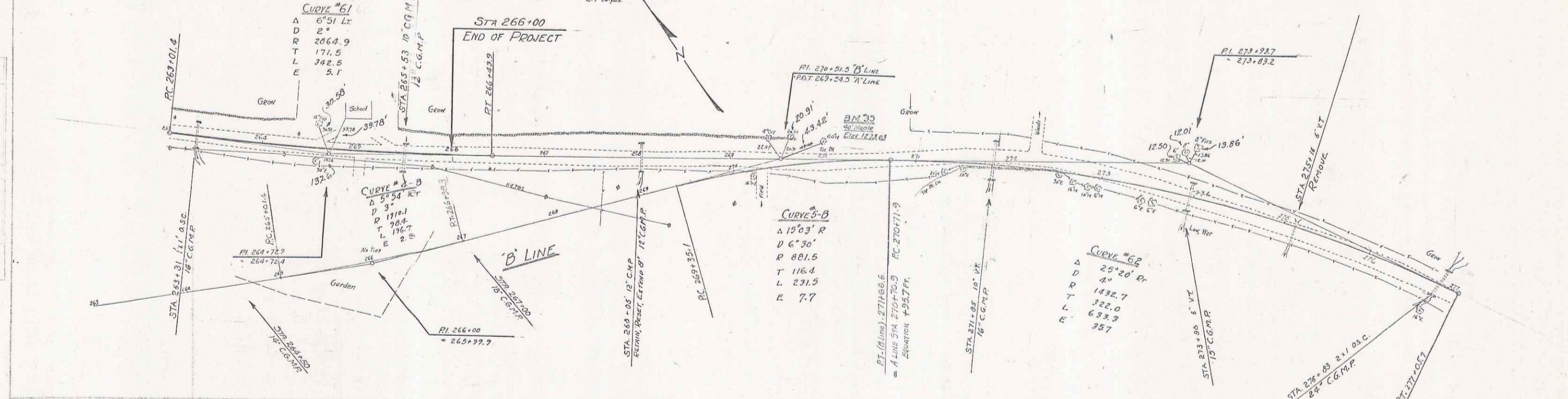


B.M. #31 20' Elm Sta 241+16 Lt. Elev. 1107.22

WALDEN 81 D
SHEET 5 OF 20

85 27

WOOD GUARD RAIL REQUIRED			CABLE GUARD RAIL REQUIRED			NEW CORR GALV METAL PIPE CONCRETS PROVIDED			CONCRETE REPAIRS REQUIRED				
CULVERT STATION	LEFT	RIGHT	STA. TO STA.	LEFT	RIGHT	STATION	SIZE	LENGTH	CONCRETE REPAIRS	STATION	NATURE OF REPAIRS	C.G.M.P.	CEMENT ROADS
263+31	24'	24'	264+25-266+25	-	200'	263+31	14"	28'	2.7 cu yds.	268+05	Reset + extend 8 ft.	12"	2.3 cu yds.
B'LINE 264+50	24'	-				264+50	14"	36'	2.5 cu yds. B'LINE				
265+05	24'	24'				265+53	12"	32'	2.3 cu yds.				
B'LINE 267+00	24'	24'				267+00	18"	36'	3.3 cu yds. B'LINE				
268+05	24'	24'				268+05	12"	8'	2.3 cu yds.				
271+85	24'	-				271+85	16"	48'	2.7 cu yds.				

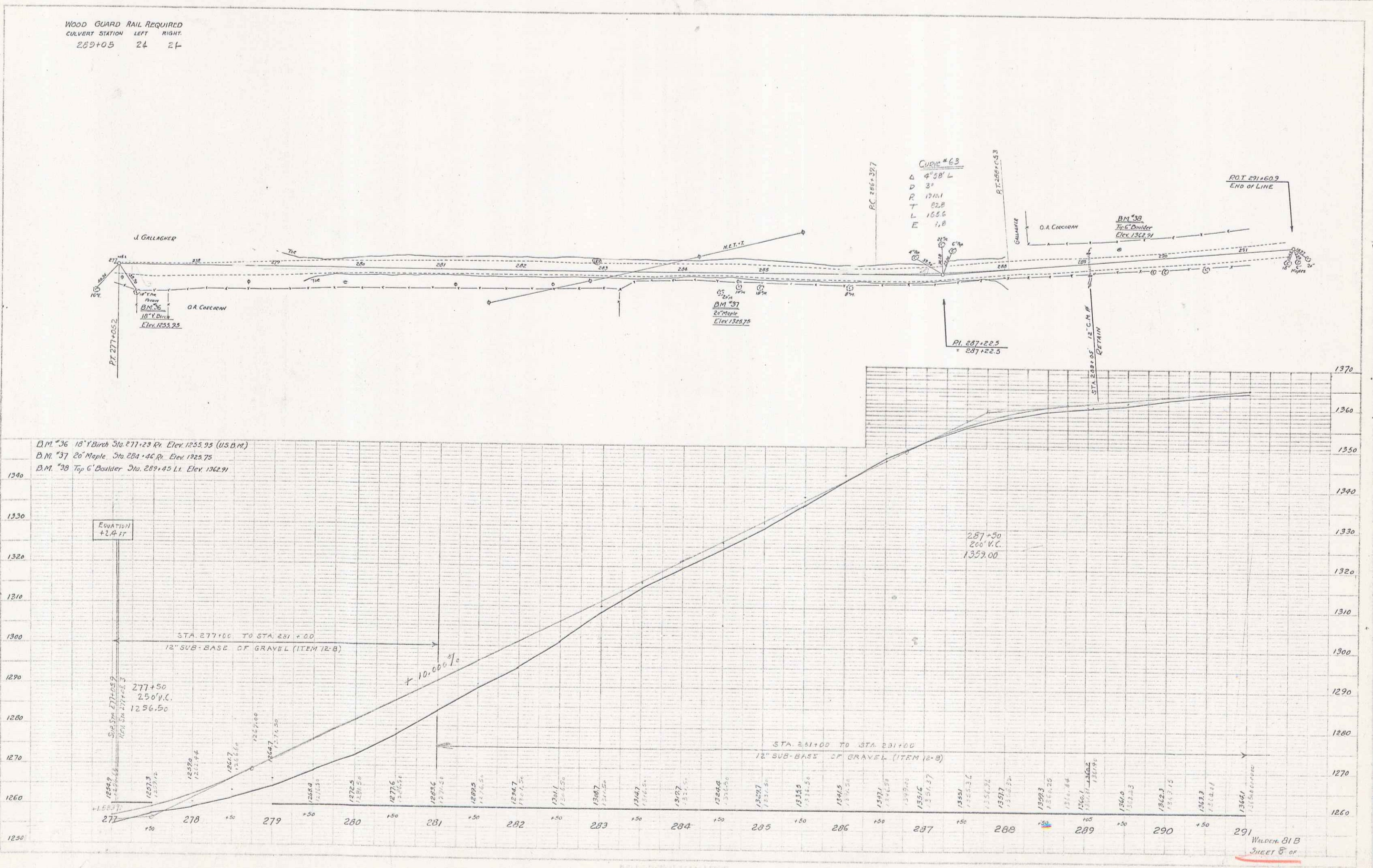


B.M. 35 46' Maple Sta. 269+99 L.H. Elev. 1273.03

WOOD GUARD RAIL REQUIRED
 CULVERT STATION LEFT RIGHT
 289+05 24 21

PLAN
 DATE: 1936
 DRAWN BY: J. GALLAGHER
 CHECKED BY: G. W. GIBSON

SECTION
 DATE: 1936
 DRAWN BY: J. GALLAGHER
 CHECKED BY: G. W. GIBSON



WALDEN 81 B
 SHEET 8 OF

WOODEN GUARD RAIL REQUIRED

ON LEFT		
Sta.	To Sta.	Length 24 Ft.
0+12	0+12	00
2+48	2+48	24
4+02	13+00	898

ON RIGHT		
Sta.	To Sta.	Length 24 Ft.
0+12	0+12	00
2+48	2+48	24
4+02	4+26	24
7+38	7+62	24
9+88	10+12	24

TOTAL THIS SHEET 1154 Ft.

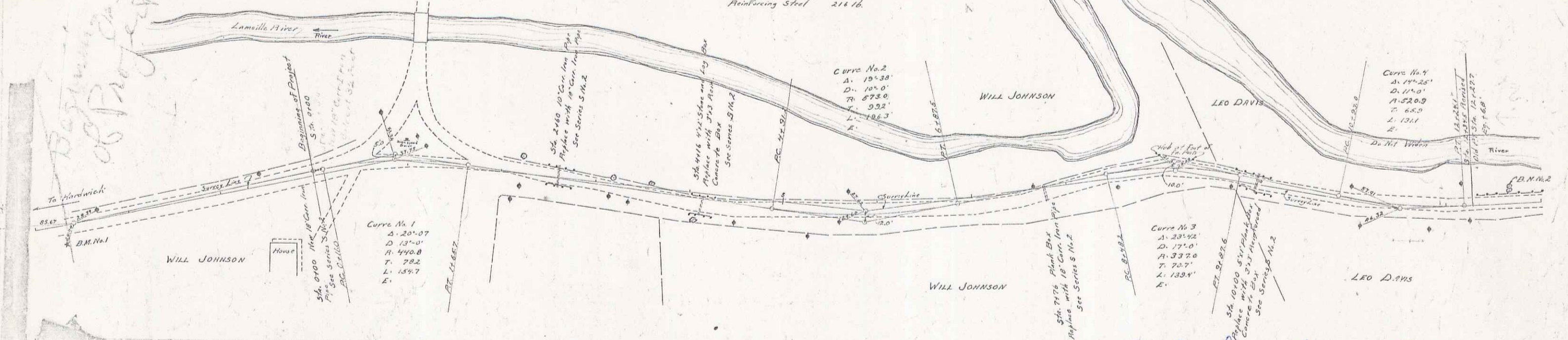
SUB-BASE REQUIRED

Sta. 0+00 to Sta. 13+00 Length 1300.0 Ft. Ex-60'

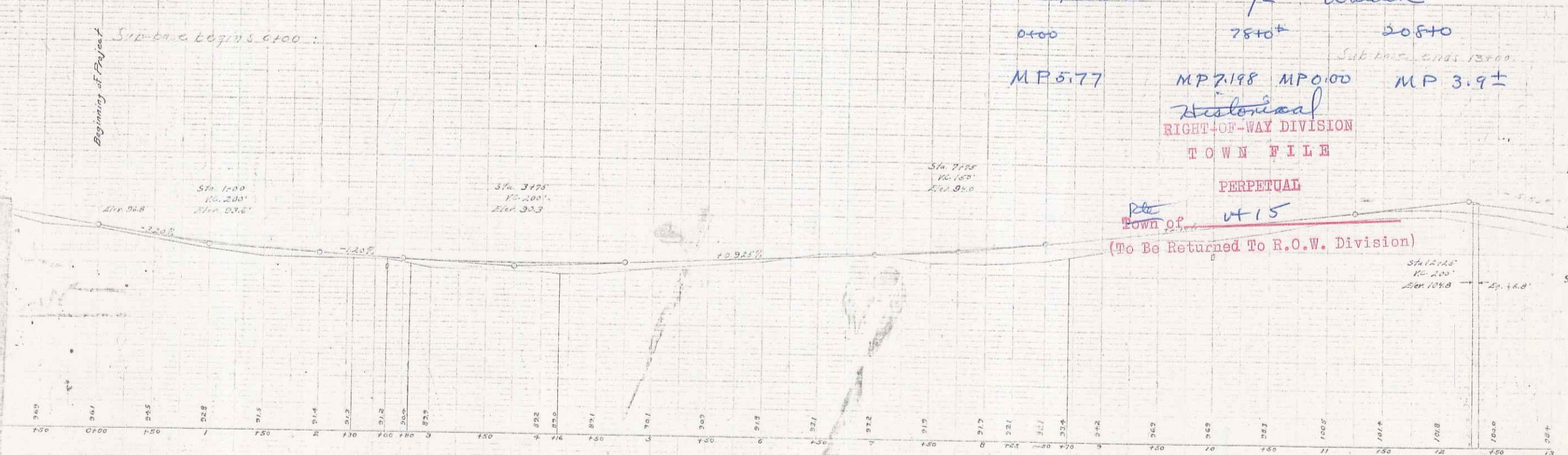
NEW CULVERTS REQUIRED

Sta. 0+00	18" Cor. Iron Pipe	Length 32 Ft.	23 cu yd.
	1-2 1/2" Concrete		
Sta. 2+60	18" Cor. Iron Pipe	Length 30 Ft.	2.3 cu yd.
	1-2 1/2" Concrete		
Sta. 4+16	3 1/2' Reinforced Concrete Box	1-2 1/2" Concrete	3.8 cu yd.
		1-2 1/2" Concrete	12.7 cu yd.
		Reinforcing Steel	197 lb.
Sta. 7+76	18" Cor. Iron Pipe	Length 38 Ft.	2.3 cu yd.
	1-2 1/2" Concrete		
Sta. 10+00	3 1/2' Reinforced Concrete Box	1-2 1/2" Concrete	4.2 cu yd.
		1-2 1/2" Concrete	13.3 "
		Reinforcing Steel	214 lb.

DATE: 11-1-23
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]



ITEM	QUANTITY	UNIT	PRICE	TOTAL
1. 18" Cor. Iron Pipe	62	ft.	1.50	93.00
2. 1-2 1/2" Concrete	13.3	cu yd.	1.20	15.96
3. 3 1/2' Reinforced Concrete Box	2	units	10.00	20.00
4. 18" Cor. Iron Pipe	68	ft.	1.50	102.00
5. 1-2 1/2" Concrete	12.7	cu yd.	1.20	15.24
6. Reinforcing Steel	214	lb.	0.05	10.70
7. 18" Cor. Iron Pipe	76	ft.	1.50	114.00
8. 1-2 1/2" Concrete	4.2	cu yd.	1.20	5.04
9. 3 1/2' Reinforced Concrete Box	1	unit	10.00	10.00
10. 1-2 1/2" Concrete	13.3	cu yd.	1.20	15.96
11. Reinforcing Steel	214	lb.	0.05	10.70
12. 18" Cor. Iron Pipe	30	ft.	1.50	45.00
13. 1-2 1/2" Concrete	2.3	cu yd.	1.20	2.76
14. 18" Cor. Iron Pipe	32	ft.	1.50	48.00
15. 1-2 1/2" Concrete	3.8	cu yd.	1.20	4.56
16. Reinforcing Steel	197	lb.	0.05	9.85
17. 18" Cor. Iron Pipe	24	ft.	1.50	36.00
18. 1-2 1/2" Concrete	24	cu yd.	1.20	28.80
19. 18" Cor. Iron Pipe	24	ft.	1.50	36.00
20. 1-2 1/2" Concrete	24	cu yd.	1.20	28.80
21. 18" Cor. Iron Pipe	24	ft.	1.50	36.00
22. 1-2 1/2" Concrete	24	cu yd.	1.20	28.80
23. 18" Cor. Iron Pipe	24	ft.	1.50	36.00
24. 1-2 1/2" Concrete	24	cu yd.	1.20	28.80
25. 18" Cor. Iron Pipe	24	ft.	1.50	36.00
26. 1-2 1/2" Concrete	24	cu yd.	1.20	28.80
27. 18" Cor. Iron Pipe	24	ft.	1.50	36.00
28. 1-2 1/2" Concrete	24	cu yd.	1.20	28.80
29. 18" Cor. Iron Pipe	24	ft.	1.50	36.00
30. 1-2 1/2" Concrete	24	cu yd.	1.20	28.80
31. 18" Cor. Iron Pipe	24	ft.	1.50	36.00
32. 1-2 1/2" Concrete	24	cu yd.	1.20	28.80
33. 18" Cor. Iron Pipe	24	ft.	1.50	36.00
34. 1-2 1/2" Concrete	24	cu yd.	1.20	28.80
35. 18" Cor. Iron Pipe	24	ft.	1.50	36.00
36. 1-2 1/2" Concrete	24	cu yd.	1.20	28.80
37. 18" Cor. Iron Pipe	24	ft.	1.50	36.00
38. 1-2 1/2" Concrete	24	cu yd.	1.20	28.80
39. 18" Cor. Iron Pipe	24	ft.	1.50	36.00
40. 1-2 1/2" Concrete	24	cu yd.	1.20	28.80
41. 18" Cor. Iron Pipe	24	ft.	1.50	36.00
42. 1-2 1/2" Concrete	24	cu yd.	1.20	28.80
43. 18" Cor. Iron Pipe	24	ft.	1.50	36.00
44. 1-2 1/2" Concrete	24	cu yd.	1.20	28.80
45. 18" Cor. Iron Pipe	24	ft.	1.50	36.00
46. 1-2 1/2" Concrete	24	cu yd.	1.20	28.80
47. 18" Cor. Iron Pipe	24	ft.	1.50	36.00
48. 1-2 1/2" Concrete	24	cu yd.	1.20	28.80
49. 18" Cor. Iron Pipe	24	ft.	1.50	36.00
50. 1-2 1/2" Concrete	24	cu yd.	1.20	28.80
51. 18" Cor. Iron Pipe	24	ft.	1.50	36.00
52. 1-2 1/2" Concrete	24	cu yd.	1.20	28.80
53. 18" Cor. Iron Pipe	24	ft.	1.50	36.00
54. 1-2 1/2" Concrete	24	cu yd.	1.20	28.80
55. 18" Cor. Iron Pipe	24	ft.	1.50	36.00
56. 1-2 1/2" Concrete	24	cu yd.	1.20	28.80
57. 18" Cor. Iron Pipe	24	ft.	1.50	36.00
58. 1-2 1/2" Concrete	24	cu yd.	1.20	28.80
59. 18" Cor. Iron Pipe	24	ft.	1.50	36.00
60. 1-2 1/2" Concrete	24	cu yd.	1.20	28.80
61. 18" Cor. Iron Pipe	24	ft.	1.50	36.00
62. 1-2 1/2" Concrete	24	cu yd.	1.20	28.80
63. 18" Cor. Iron Pipe	24	ft.	1.50	36.00
64. 1-2 1/2" Concrete	24	cu yd.	1.20	28.80
65. 18" Cor. Iron Pipe	24	ft.	1.50	36.00
66. 1-2 1/2" Concrete	24	cu yd.	1.20	28.80
67. 18" Cor. Iron Pipe	24	ft.	1.50	36.00
68. 1-2 1/2" Concrete	24	cu yd.	1.20	28.80
69. 18" Cor. Iron Pipe	24	ft.	1.50	36.00
70. 1-2 1/2" Concrete	24	cu yd.	1.20	28.80
71. 18" Cor. Iron Pipe	24	ft.	1.50	36.00
72. 1-2 1/2" Concrete	24	cu yd.	1.20	28.80
73. 18" Cor. Iron Pipe	24	ft.	1.50	36.00
74. 1-2 1/2" Concrete	24	cu yd.	1.20	28.80
75. 18" Cor. Iron Pipe	24	ft.	1.50	36.00
76. 1-2 1/2" Concrete	24	cu yd.	1.20	28.80
77. 18" Cor. Iron Pipe	24	ft.	1.50	36.00
78. 1-2 1/2" Concrete	24	cu yd.	1.20	28.80
79. 18" Cor. Iron Pipe	24	ft.	1.50	36.00
80. 1-2 1/2" Concrete	24	cu yd.	1.20	28.80
81. 18" Cor. Iron Pipe	24	ft.	1.50	36.00
82. 1-2 1/2" Concrete	24	cu yd.	1.20	28.80
83. 18" Cor. Iron Pipe	24	ft.	1.50	36.00
84. 1-2 1/2" Concrete	24	cu yd.	1.20	28.80
85. 18" Cor. Iron Pipe	24	ft.	1.50	36.00
86. 1-2 1/2" Concrete	24	cu yd.	1.20	28.80
87. 18" Cor. Iron Pipe	24	ft.	1.50	36.00
88. 1-2 1/2" Concrete	24	cu yd.	1.20	28.80
89. 18" Cor. Iron Pipe	24	ft.	1.50	36.00
90. 1-2 1/2" Concrete	24	cu yd.	1.20	28.80
91. 18" Cor. Iron Pipe	24	ft.	1.50	36.00
92. 1-2 1/2" Concrete	24	cu yd.	1.20	28.80
93. 18" Cor. Iron Pipe	24	ft.	1.50	36.00
94. 1-2 1/2" Concrete	24	cu yd.	1.20	28.80
95. 18" Cor. Iron Pipe	24	ft.	1.50	36.00
96. 1-2 1/2" Concrete	24	cu yd.	1.20	28.80
97. 18" Cor. Iron Pipe	24	ft.	1.50	36.00
98. 1-2 1/2" Concrete	24	cu yd.	1.20	28.80
99. 18" Cor. Iron Pipe	24	ft.	1.50	36.00
100. 1-2 1/2" Concrete	24	cu yd.	1.20	28.80



Handwick T/W Walden
 0+00 75+0 105+0
 MP 3.77 MP 2.98 MP 0.00 MP 3.9±
 Historical
 RIGHT-OF-WAY DIVISION
 TOWN FILE
 PERPETUAL
 Town of VT 15
 (To Be Returned To R.O.W. Division)

WOODEN GUARD RAIL REQUIRED

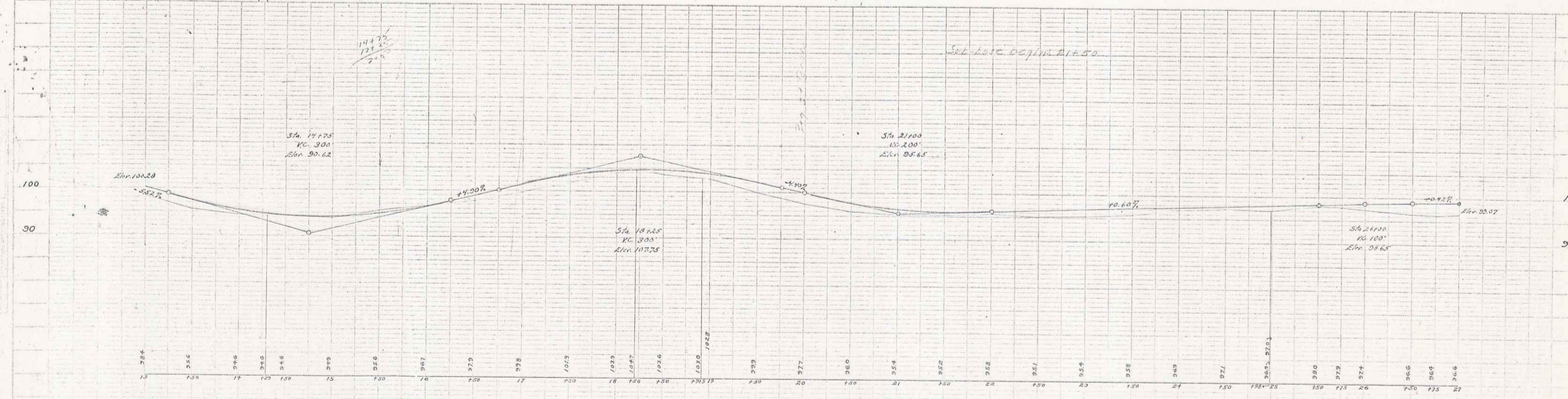
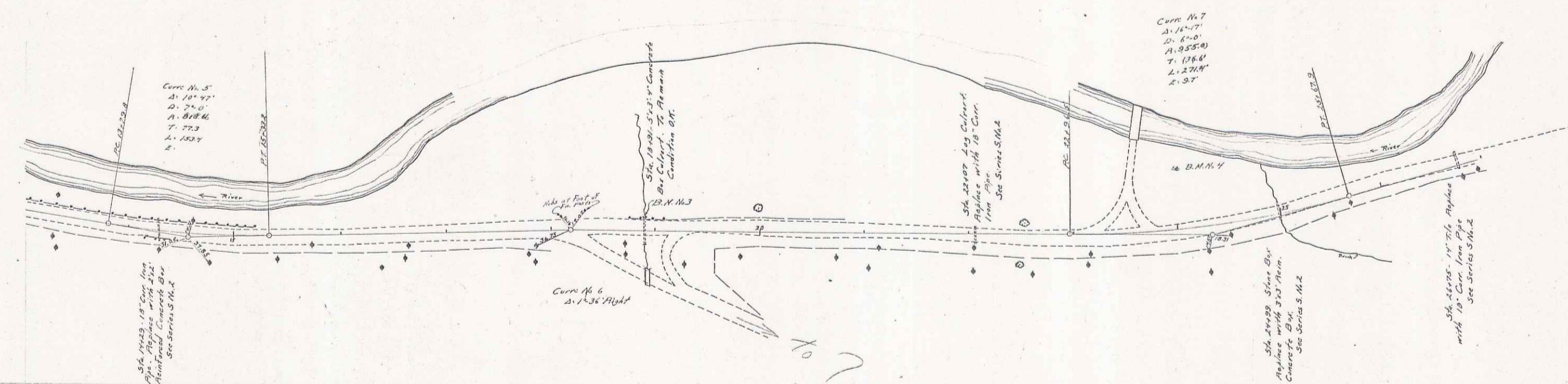
Sta.	ON LEFT	Length	Notes
Sta. 13+00	to Sta. 14+00	100 FT	
Sta. 14+00	to Sta. 22+12	812 FT	
Sta. 22+12	to Sta. 27+00	488 FT	
Sta. 27+00	to Sta. 28+00	100 FT	
Sta. 28+00	to Sta. 29+00	100 FT	
Sta. 29+00	to Sta. 30+00	100 FT	
Sta. 30+00	to Sta. 31+00	100 FT	
Sta. 31+00	to Sta. 32+00	100 FT	
Sta. 32+00	to Sta. 33+00	100 FT	
Sta. 33+00	to Sta. 34+00	100 FT	
Sta. 34+00	to Sta. 35+00	100 FT	
Sta. 35+00	to Sta. 36+00	100 FT	
Sta. 36+00	to Sta. 37+00	100 FT	
Sta. 37+00	to Sta. 38+00	100 FT	
Sta. 38+00	to Sta. 39+00	100 FT	
Sta. 39+00	to Sta. 40+00	100 FT	
Sta. 40+00	to Sta. 41+00	100 FT	
Sta. 41+00	to Sta. 42+00	100 FT	
Sta. 42+00	to Sta. 43+00	100 FT	
Sta. 43+00	to Sta. 44+00	100 FT	
Sta. 44+00	to Sta. 45+00	100 FT	
Sta. 45+00	to Sta. 46+00	100 FT	
Sta. 46+00	to Sta. 47+00	100 FT	
Sta. 47+00	to Sta. 48+00	100 FT	
Sta. 48+00	to Sta. 49+00	100 FT	
Sta. 49+00	to Sta. 50+00	100 FT	
Sta. 50+00	to Sta. 51+00	100 FT	
Sta. 51+00	to Sta. 52+00	100 FT	
Sta. 52+00	to Sta. 53+00	100 FT	
Sta. 53+00	to Sta. 54+00	100 FT	
Sta. 54+00	to Sta. 55+00	100 FT	
Sta. 55+00	to Sta. 56+00	100 FT	
Sta. 56+00	to Sta. 57+00	100 FT	
Sta. 57+00	to Sta. 58+00	100 FT	
Sta. 58+00	to Sta. 59+00	100 FT	
Sta. 59+00	to Sta. 60+00	100 FT	
Sta. 60+00	to Sta. 61+00	100 FT	
Sta. 61+00	to Sta. 62+00	100 FT	
Sta. 62+00	to Sta. 63+00	100 FT	
Sta. 63+00	to Sta. 64+00	100 FT	
Sta. 64+00	to Sta. 65+00	100 FT	
Sta. 65+00	to Sta. 66+00	100 FT	
Sta. 66+00	to Sta. 67+00	100 FT	
Sta. 67+00	to Sta. 68+00	100 FT	
Sta. 68+00	to Sta. 69+00	100 FT	
Sta. 69+00	to Sta. 70+00	100 FT	
Sta. 70+00	to Sta. 71+00	100 FT	
Sta. 71+00	to Sta. 72+00	100 FT	
Sta. 72+00	to Sta. 73+00	100 FT	
Sta. 73+00	to Sta. 74+00	100 FT	
Sta. 74+00	to Sta. 75+00	100 FT	
Sta. 75+00	to Sta. 76+00	100 FT	
Sta. 76+00	to Sta. 77+00	100 FT	
Sta. 77+00	to Sta. 78+00	100 FT	
Sta. 78+00	to Sta. 79+00	100 FT	
Sta. 79+00	to Sta. 80+00	100 FT	
Sta. 80+00	to Sta. 81+00	100 FT	
Sta. 81+00	to Sta. 82+00	100 FT	
Sta. 82+00	to Sta. 83+00	100 FT	
Sta. 83+00	to Sta. 84+00	100 FT	
Sta. 84+00	to Sta. 85+00	100 FT	
Sta. 85+00	to Sta. 86+00	100 FT	
Sta. 86+00	to Sta. 87+00	100 FT	
Sta. 87+00	to Sta. 88+00	100 FT	
Sta. 88+00	to Sta. 89+00	100 FT	
Sta. 89+00	to Sta. 90+00	100 FT	
Sta. 90+00	to Sta. 91+00	100 FT	
Sta. 91+00	to Sta. 92+00	100 FT	
Sta. 92+00	to Sta. 93+00	100 FT	
Sta. 93+00	to Sta. 94+00	100 FT	
Sta. 94+00	to Sta. 95+00	100 FT	
Sta. 95+00	to Sta. 96+00	100 FT	
Sta. 96+00	to Sta. 97+00	100 FT	
Sta. 97+00	to Sta. 98+00	100 FT	
Sta. 98+00	to Sta. 99+00	100 FT	
Sta. 99+00	to Sta. 100+00	100 FT	

NEW CULVERTS REQUIRED

Sta.	Description	Length	Notes
Sta. 14+29	24" Reinforced Concrete Box	32.0	1-2-4 Concrete 9.7 cu yd
Sta. 22+07	18" Cor. Iron Pipe	30 FT	1-2-5 Concrete 2.3 cu yd
Sta. 24+99	3'x3' Reinforced Concrete Box	3.0	1-2-4 Concrete 3.8 cu yd
Sta. 26+75	18" Cor. Iron Pipe	34 FT	1-2-5 Concrete 2.3 cu yd

SUB-BASE REQUIRED
Sta. 27+50 To Sta. 27+00 Length 50 FT

NO.	DATE	BY	REVISION
1			
2			
3			
4			
5			



B.M. No. 3 S.W. Corner of N. Highway Culvert Sta. 14+29 Elev. 103.83
B.M. No. 7 S.W. 1/4 30' Elev. Left of Sta. 24+00 Elev. 99.38

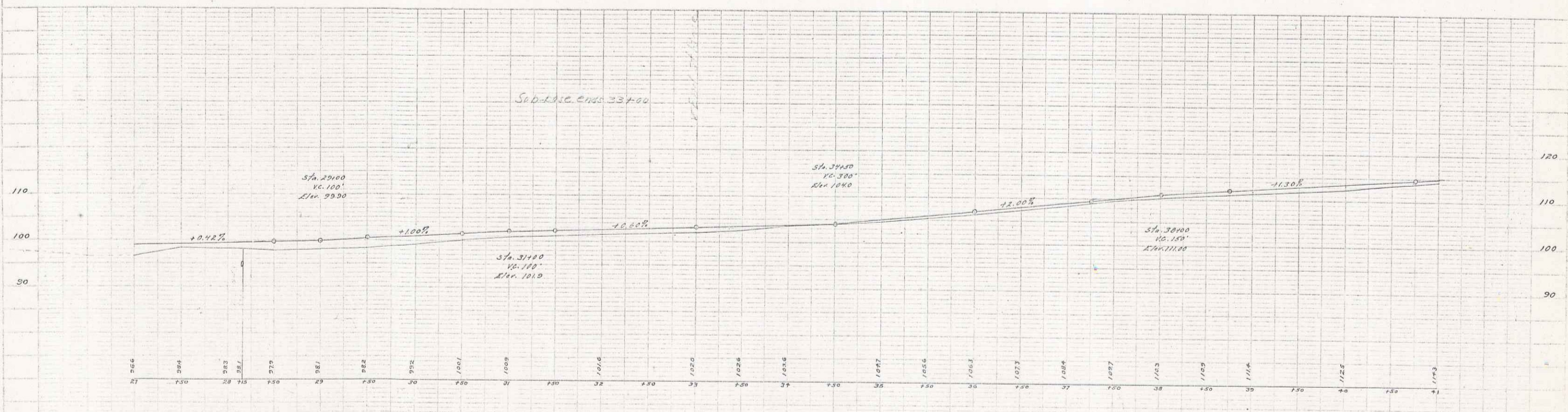
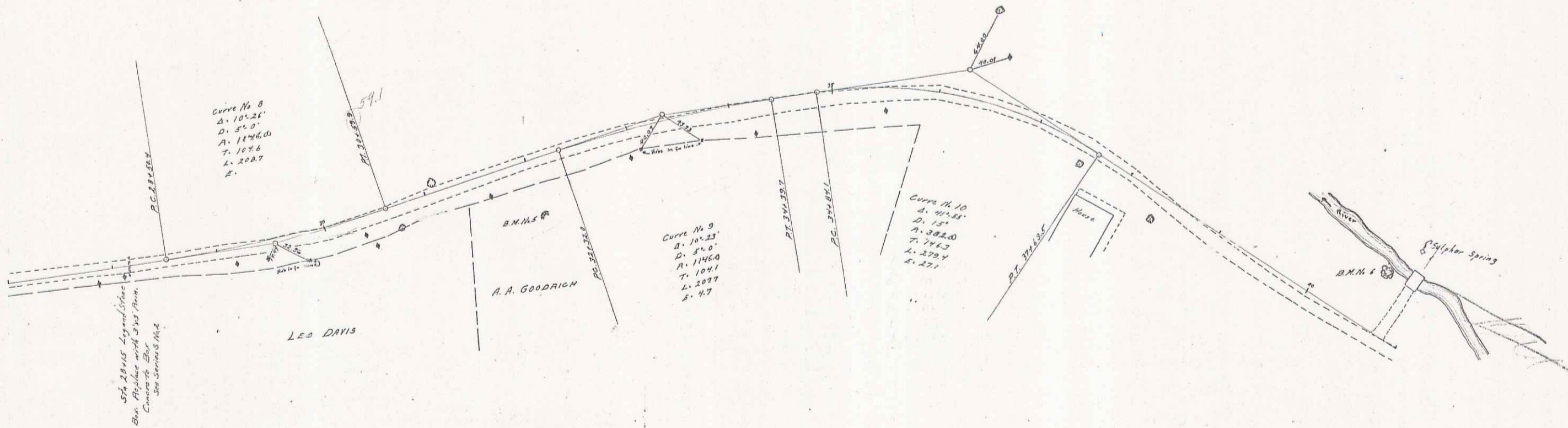
Series No. 418
Sheet 4 of 4

WOODEN GUARD RAIL REQUIRED
ON LEFT
Sta 2700 to 2810 Length 110 FT
ON RIGHT
Sta 2810 to 2817 Length 7 FT

NEW CULVERTS REQUIRED
Sta 2815 3x3 Reinforced Concrete Box
1-2'4" Concrete 37 cu yd
1-2'6" Concrete 12.0
Reinforcing Steel 130 lb

SUB-BASE REQUIRED
Sta 2700 to Sta 3310 Length 610 FT

PLAN	SECTION	ADJUSTED	FOOTING	SHEET	TOTAL
1	1	1	1	5	45



B.M. 6 on Right of Sta. 32100 Elev. 102.00
B.M. 6 on Left of Sta. 30100 Elev. 102.00

Serial No. 011
Sheet 5 of 45

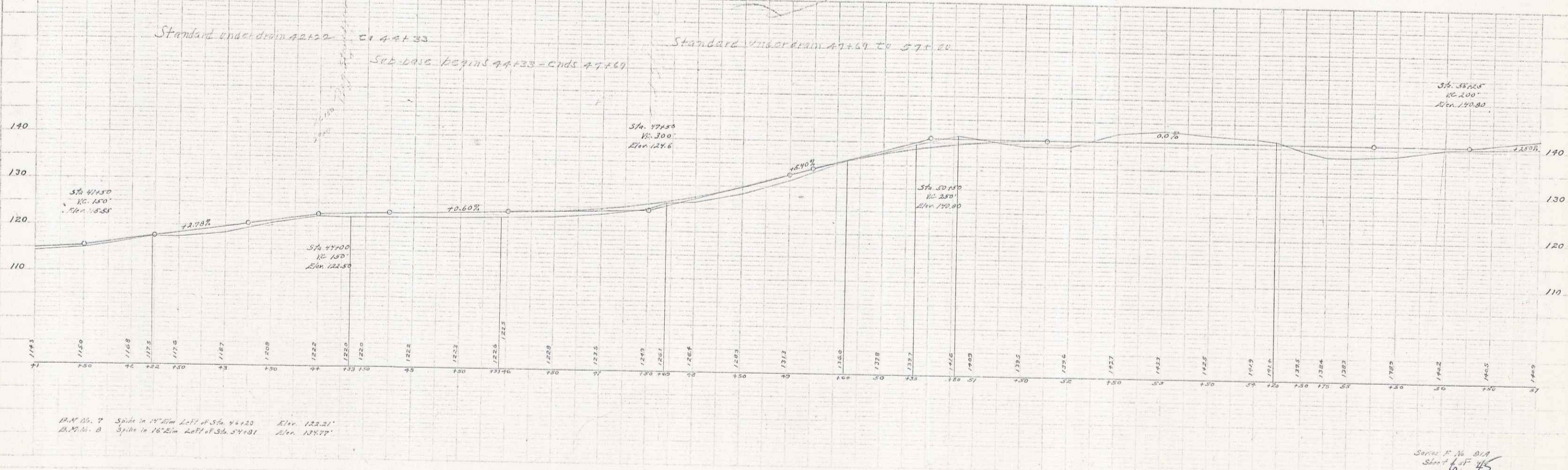
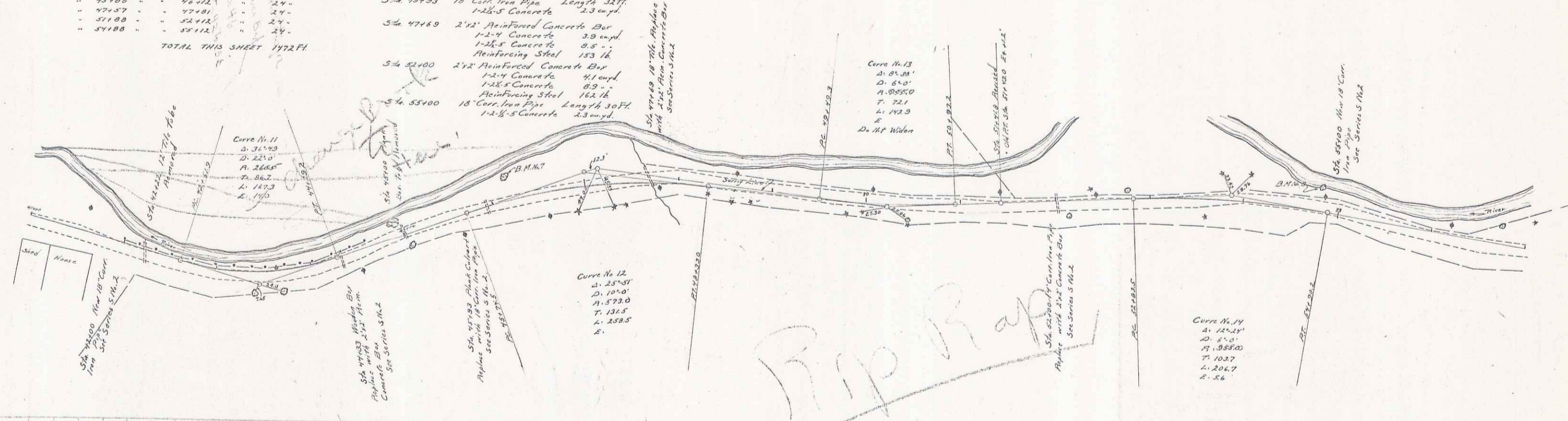
PLAN
 E. E. WEAVER
 D. L. LORR
 7/18/23

E. E. WEAVER
 D. L. LORR
 7/18/23

WOODEN GUARD RAIL REQUIRED
ON LEFT
 Sta 41188 to Sta 42112 Length 924 Ft
 " 42157 " " 52181 " 902 "
ON RIGHT
 Sta 41188 to Sta 42112 Length 24 Ft
 " 42157 " " 44145 " 24 "
 " 44188 " " 47181 " 24 "
 " 51188 " " 52112 " 24 "
TOTAL THIS SHEET 1972 Ft.

NEW CULVERTS REQUIRED
 Sta 42100 18" Cor. Iron Pipe Length 32 Ft
 1-2 1/2" Concrete 2.3 cu yd.
 Sta 44133 2 1/2' Reinforced Concrete Box
 1-2-4 Concrete 3.7 cu yd.
 Reinforcing Steel 133 lb.
 Sta 45193 18" Cor. Iron Pipe Length 32 Ft.
 1-2 1/2" Concrete 2.3 cu yd.
 Sta 47189 2 1/2' Reinforced Concrete Box
 1-2-4 Concrete 3.9 cu yd.
 1-2 1/2" Concrete 8.5 "
 Reinforcing Steel 153 lb.
 Sta 52100 2 1/2' Reinforced Concrete Box
 1-2-4 Concrete 4.1 cu yd.
 1-2 1/2" Concrete 8.9 "
 Reinforcing Steel 162 lb.
 Sta 53100 18" Cor. Iron Pipe Length 30 Ft.
 1-2 1/2" Concrete 2.3 cu yd.

STONE SUB-BASE REQUIRED
 Sta. 44133 to Sta. 47189 Length 326 Ft.



Series S 1/4 B/A
 Sheet 6 of 15

WOODEN GUARD RAIL REQUIRED

ON LEFT			
Sta.	To Sta.	Length	24 FT.
57166	57190	24	
59152	60496	144	
61116	63726	256	
70400	73700	300	

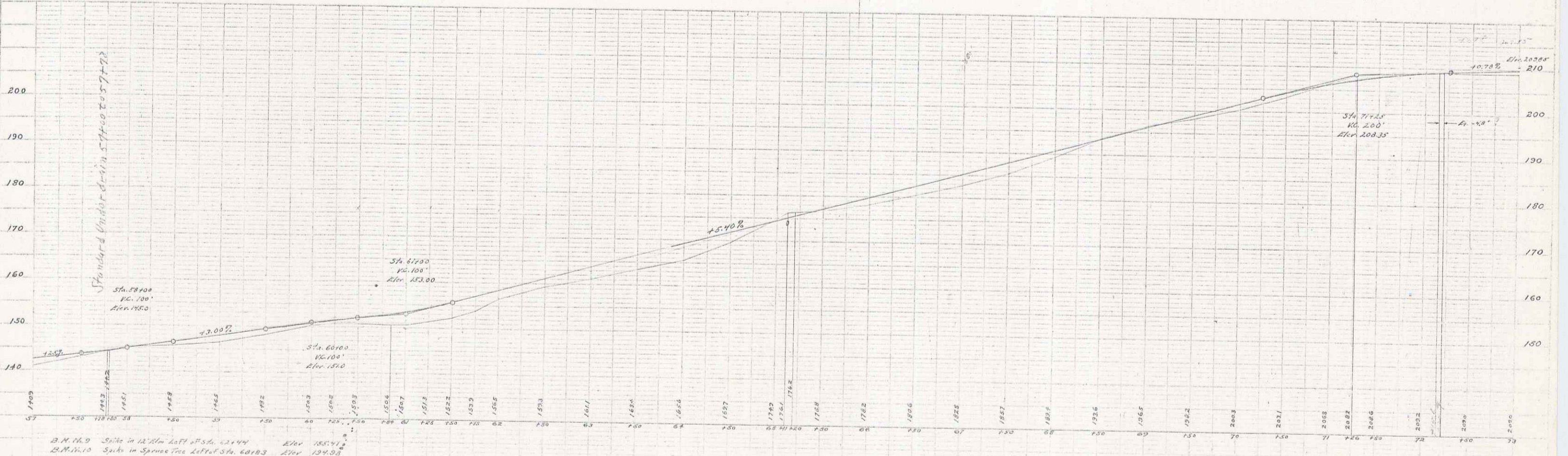
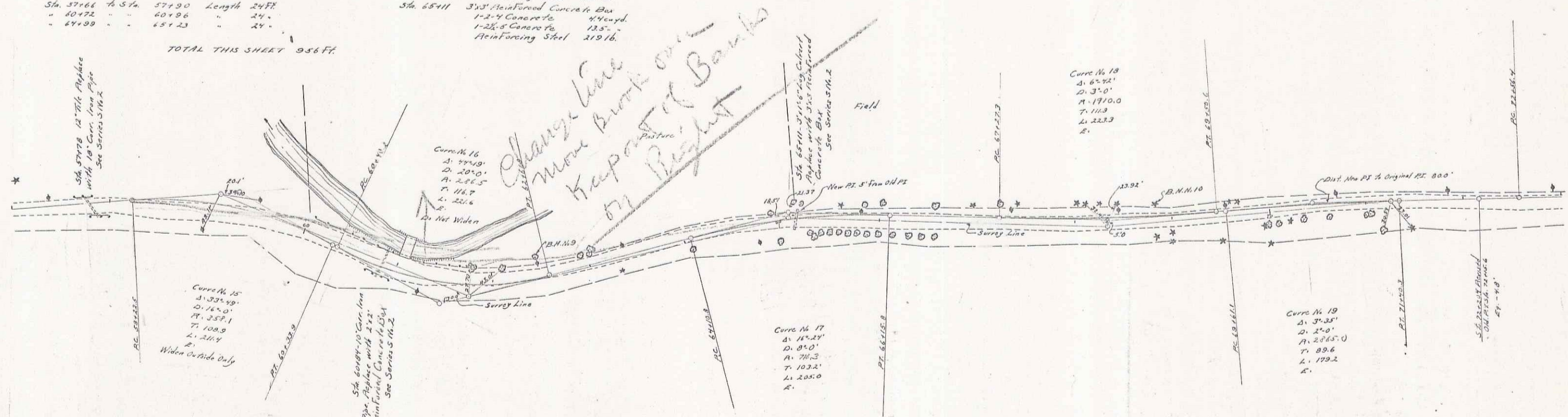
ON RIGHT			
Sta.	To Sta.	Length	24 FT.
57166	57190	24	
60492	60496	4	
64100	64123	23	

TOTAL THIS SHEET 956 FT.

NEW CULVERTS REQUIRED

Sta. 57178	18" Cor. Iron Pipe Length 30 FT.
Sta. 60184	24" Reinforced Concrete Box 1-2-4 Concrete 3.3 cu yd. 1-2-5 Concrete 2.1 Reinforcing Steel 124 lb.
Sta. 65111	36" Reinforced Concrete Box 1-2-4 Concrete 4.4 cu yd. 1-2-5 Concrete 13.5 Reinforcing Steel 219 lb.

DATE	BY	SCALE	SHEET
8/11		1" = 40'	7



ERWING
D. L. LIND
3/14/23

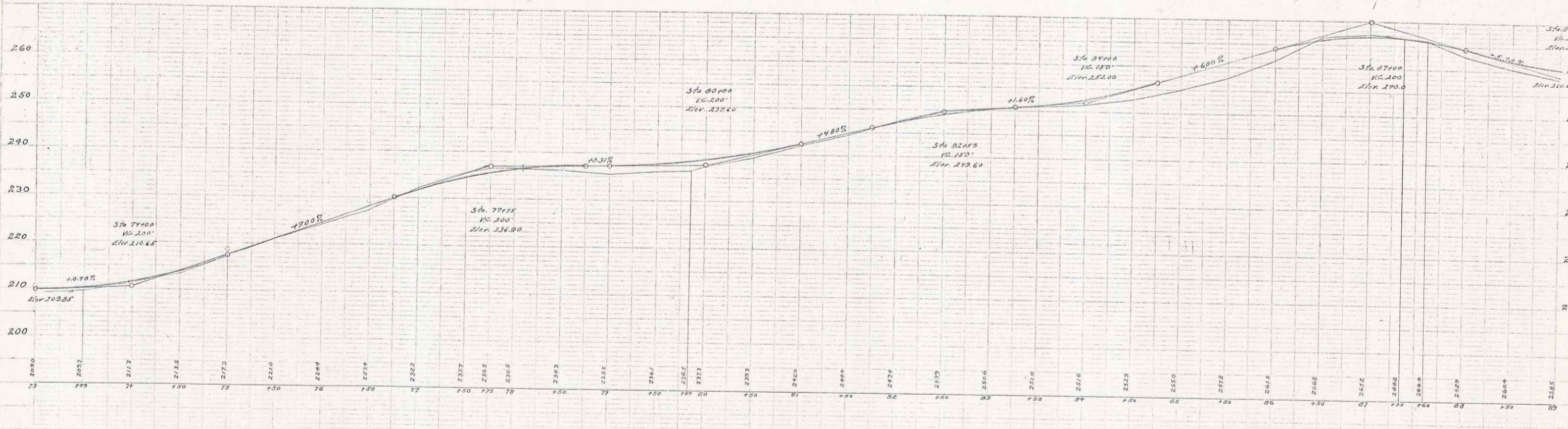
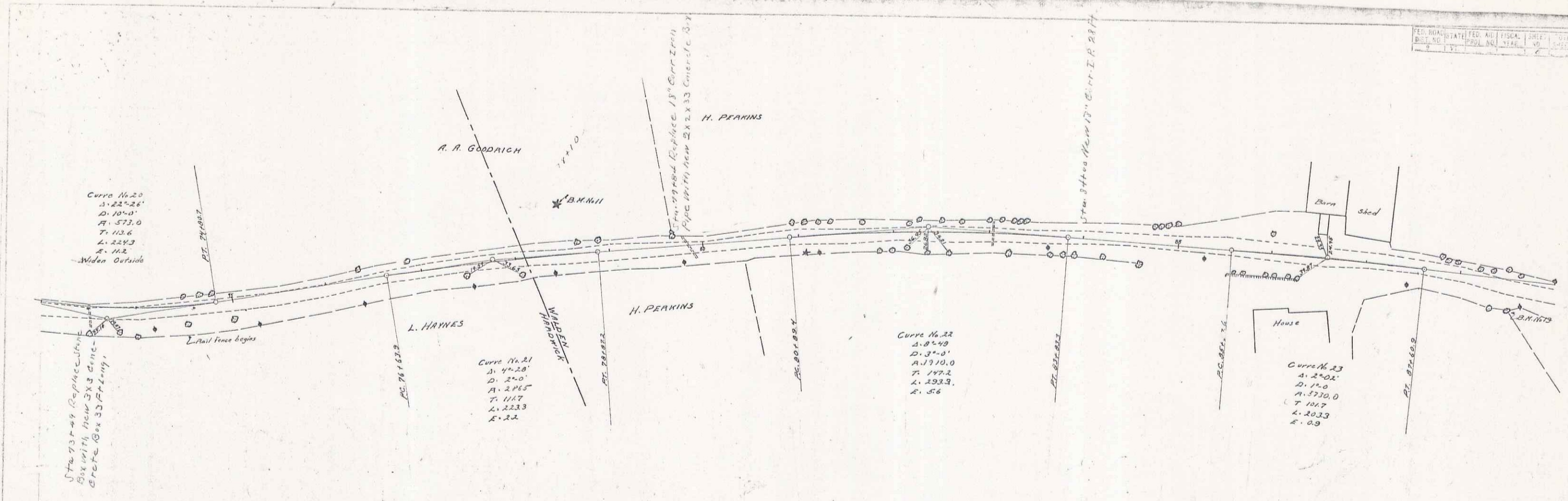
ERWING
D. L. LIND
3/14/23

Serial P.M. 918
Sheet 7 of 145

35

ERH
 D.L. Lord
 3/1/43

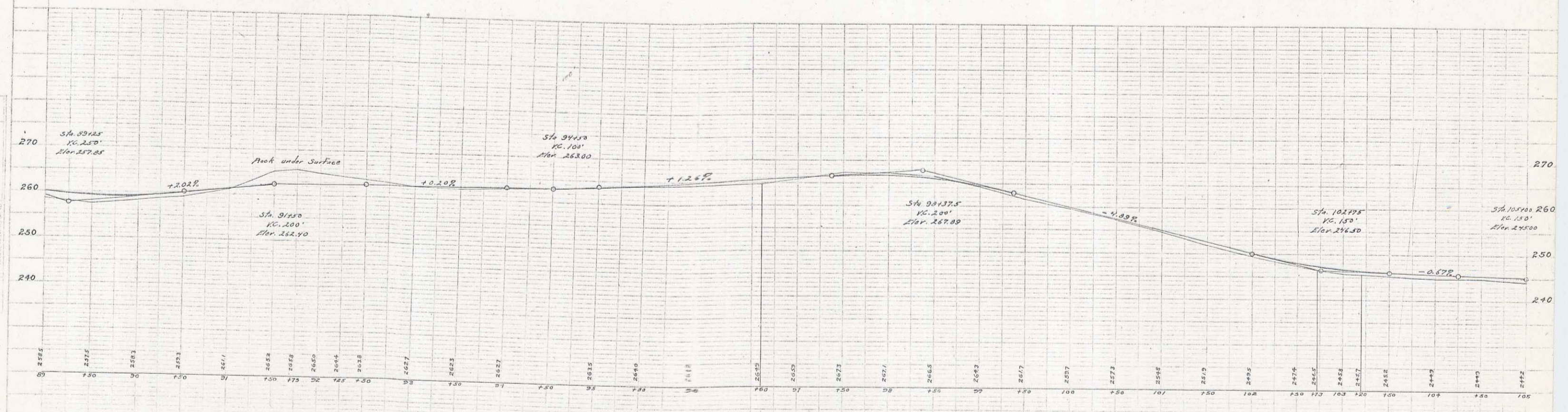
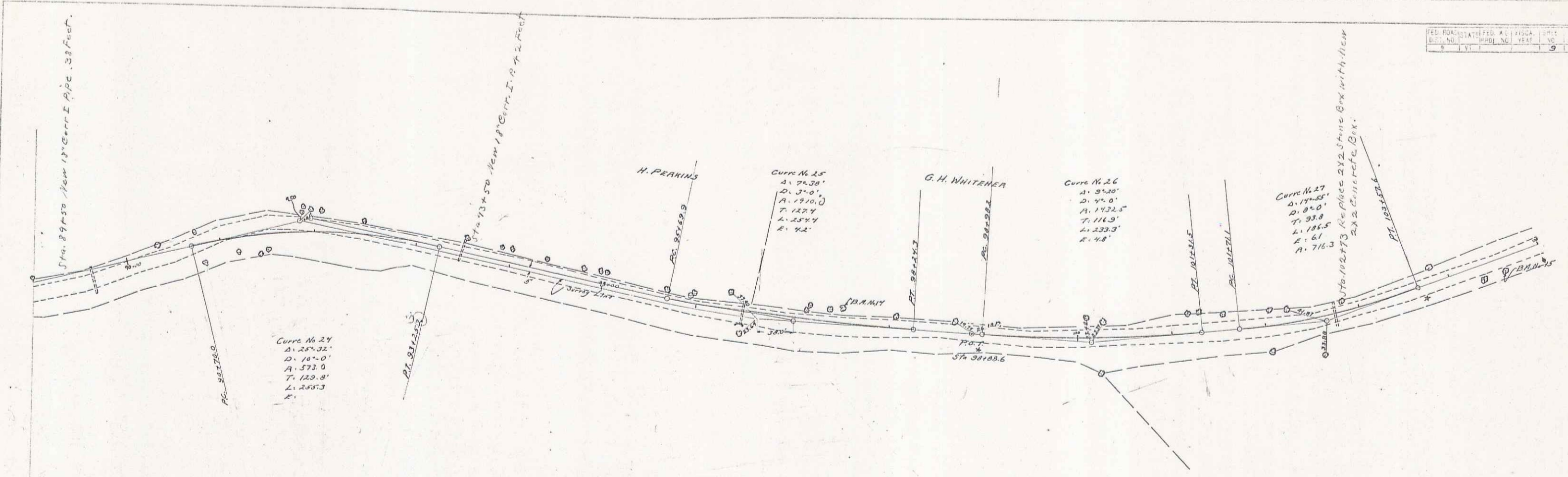
ERH
 G.H. Cook
 3/1/43



B.M. 11 Spike in 10" Tamarack left Sta. 78.00 Elev. 223.77
 B.M. 12 Spike in 20" Maple left Sta. 84.75 Elev. 253.86

Series F.M.
 Sheet 8 of 45

FED. ROAD DIST. NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
9	VT		9		

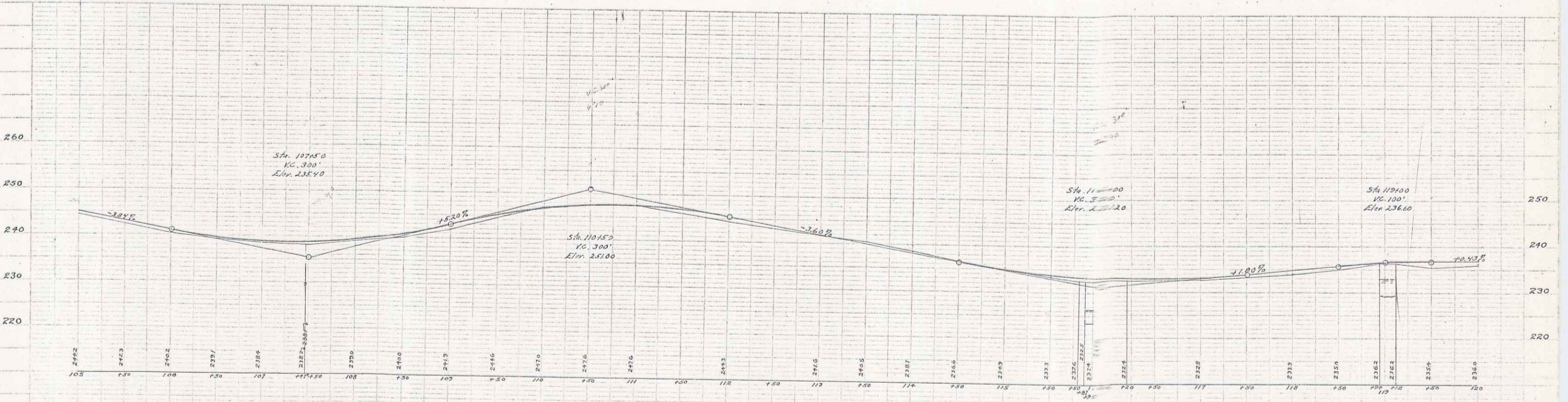
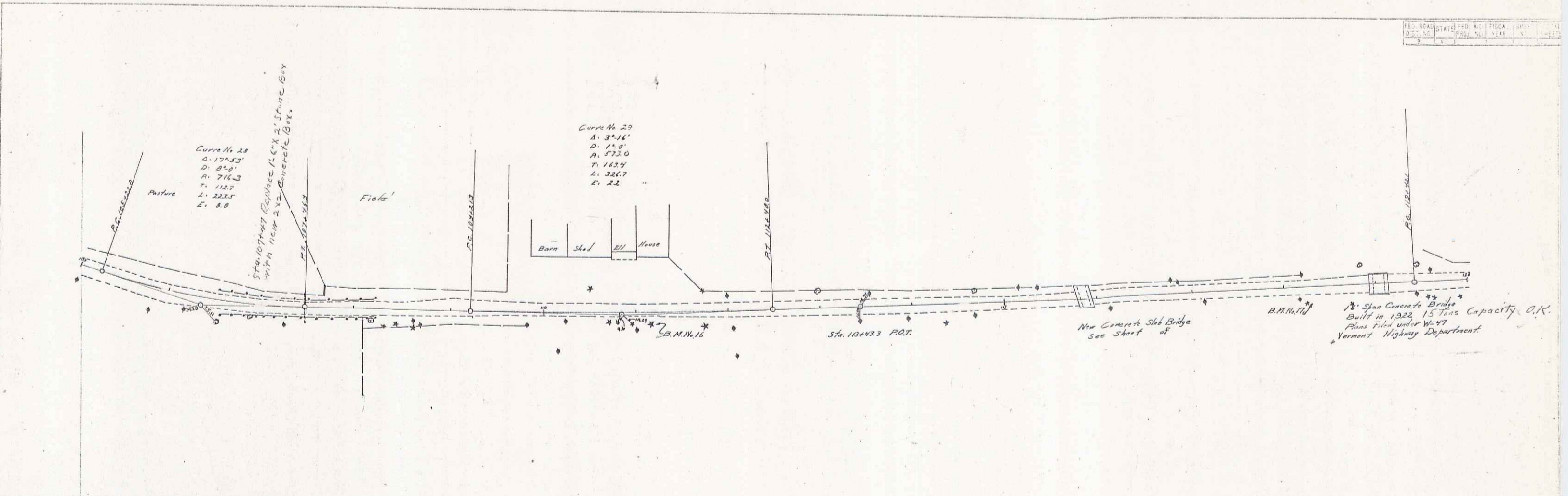


B.M. No. 14 Spike in 12" Elm East of Sta. 97+51 Elev. 253.42
 B.M. No. 15 Spike in 7" Elm West of Sta. 104+54 Elev. 247.77

Series F.W.
 Short Def 45

T.M. 11/17/25
 E. R. Wood
 37123
 37125

E. R. Wood
 37123
 37125



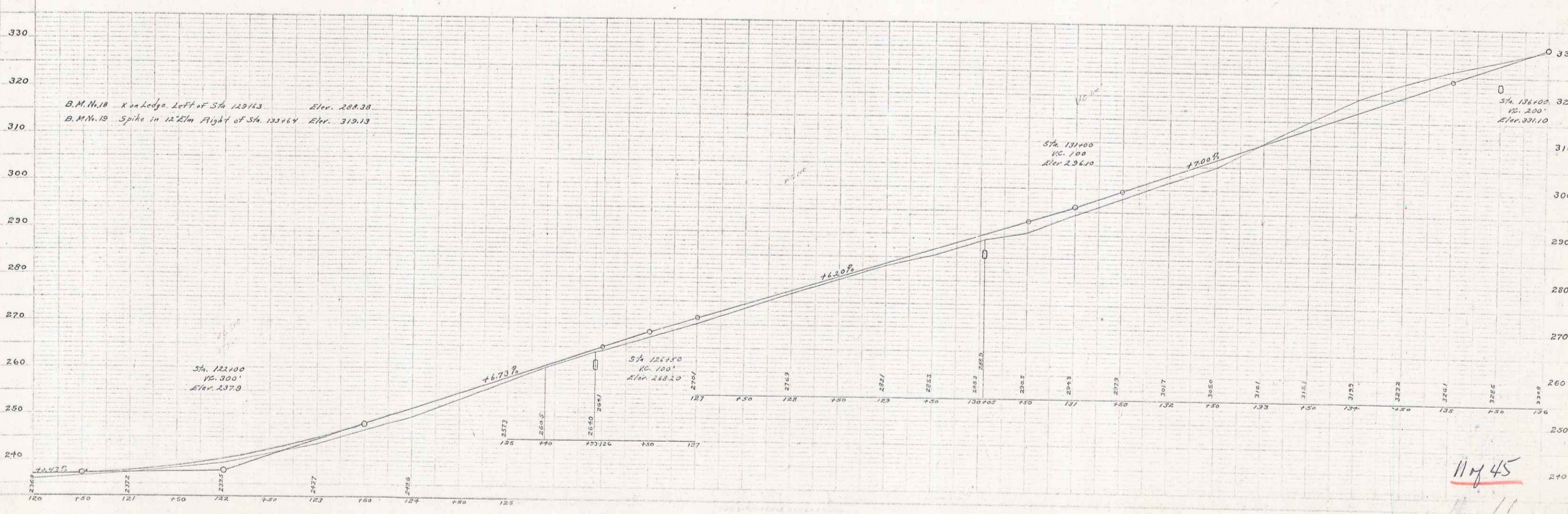
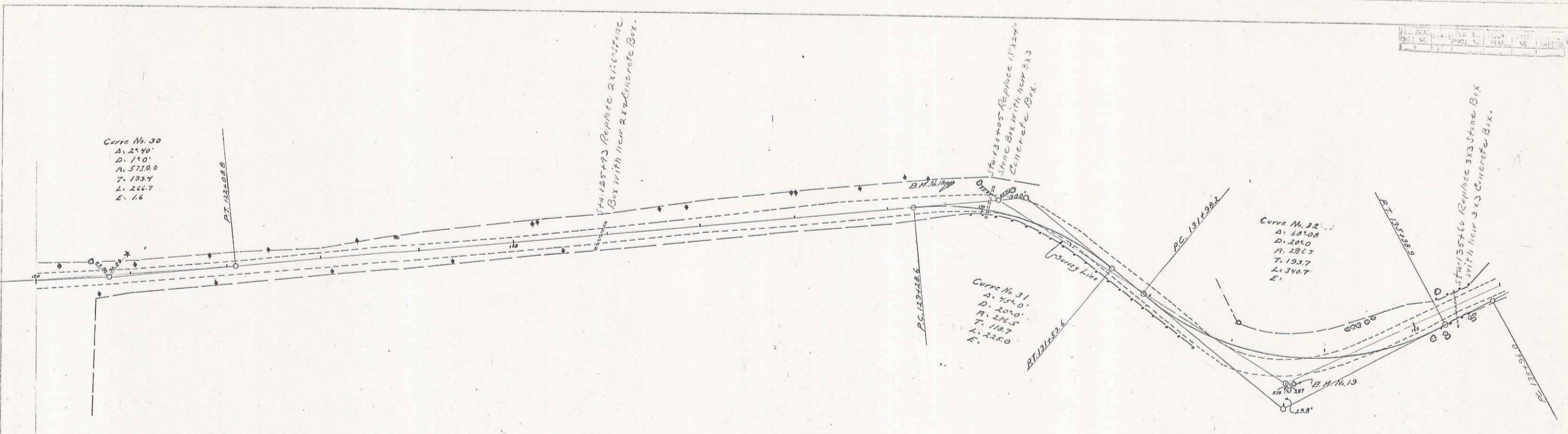
B.M. No. 16 Spike in Tamarack Tree Right of Sta. 11116 Elev. 250.95
 B.M. No. 17 Spike in 16" Spruce Right of Sta. 11125 Elev. 232.88

10 of 45

31

G. R. Wrench
 D. L. Cook
 11/12/23
 31123

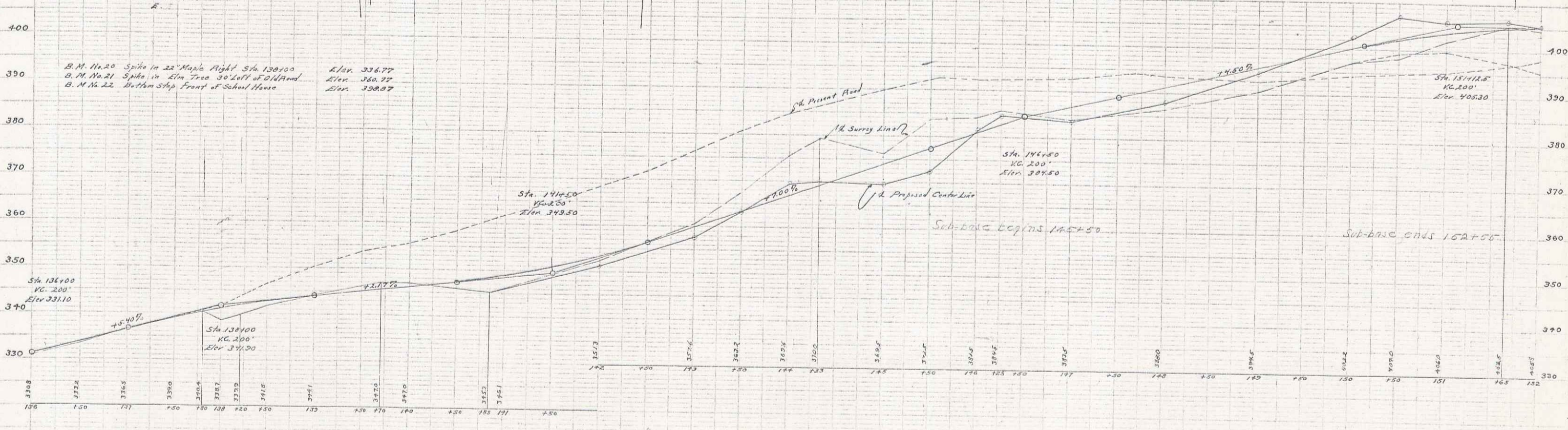
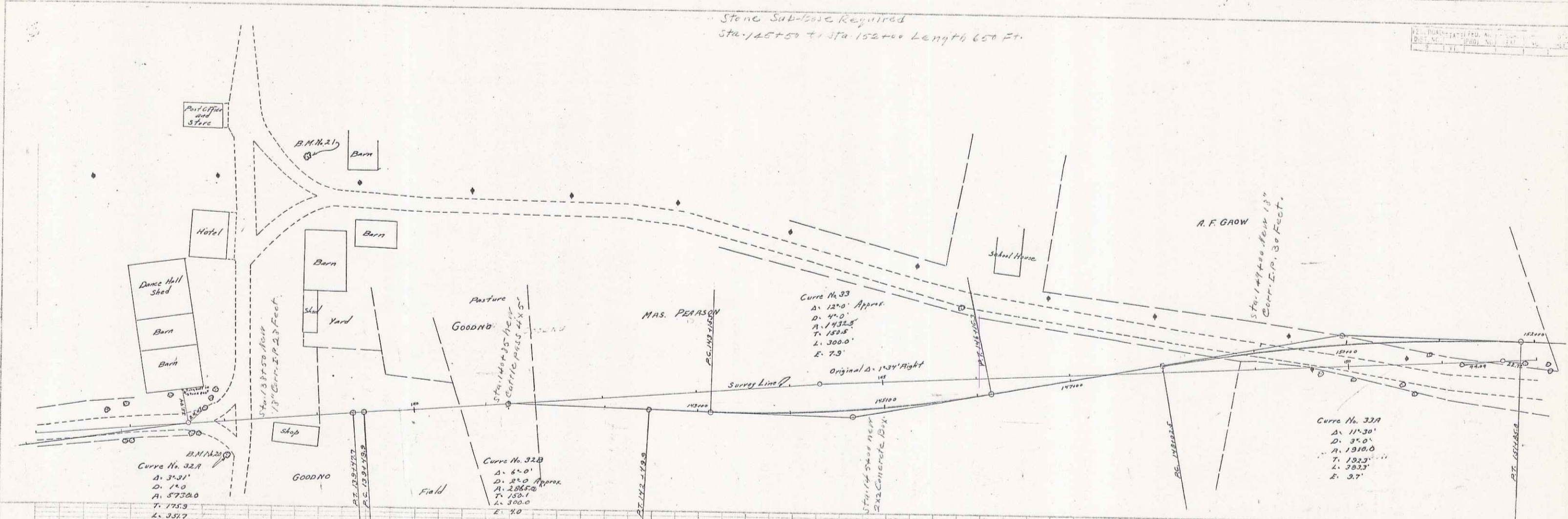
G. R. Wrench
 D. L. Cook
 11/12/23
 31123



11/12/23
 31123

Stone Sub-base Required
Sta. 145+50 to Sta. 152+50 Length 650 Ft.

PL. 1000-1000-1000
DATE: 10/10/1912
BY: [Signature]



10/10/1912
C. E. Wood
D. L. Bond

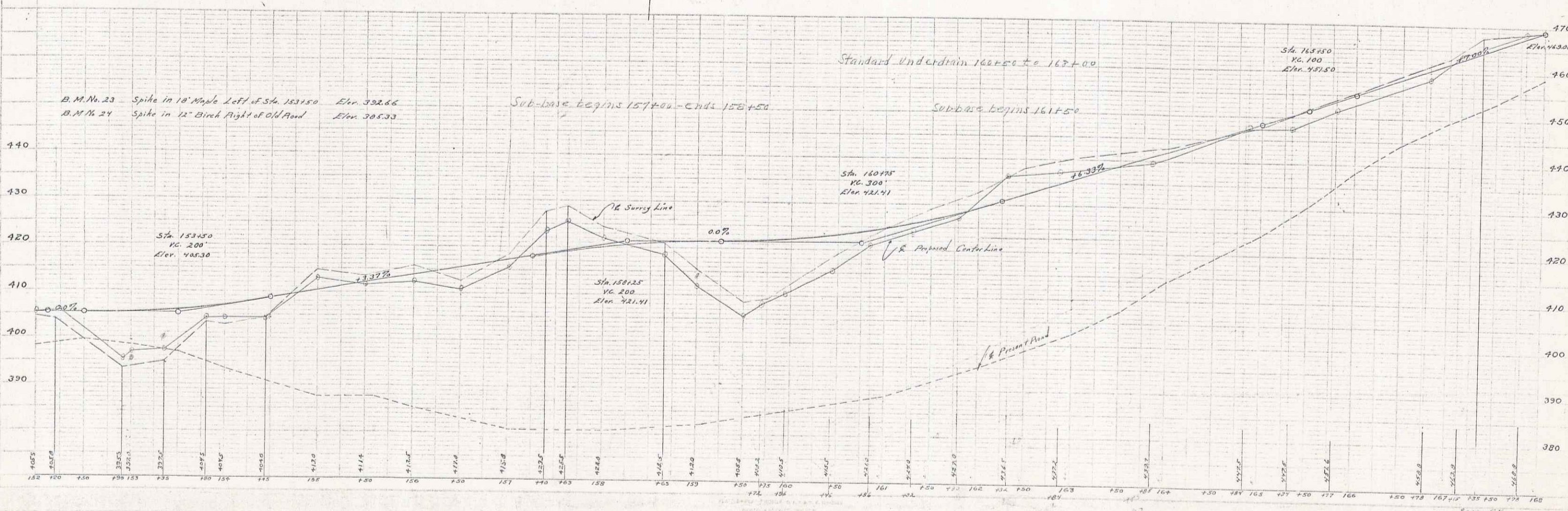
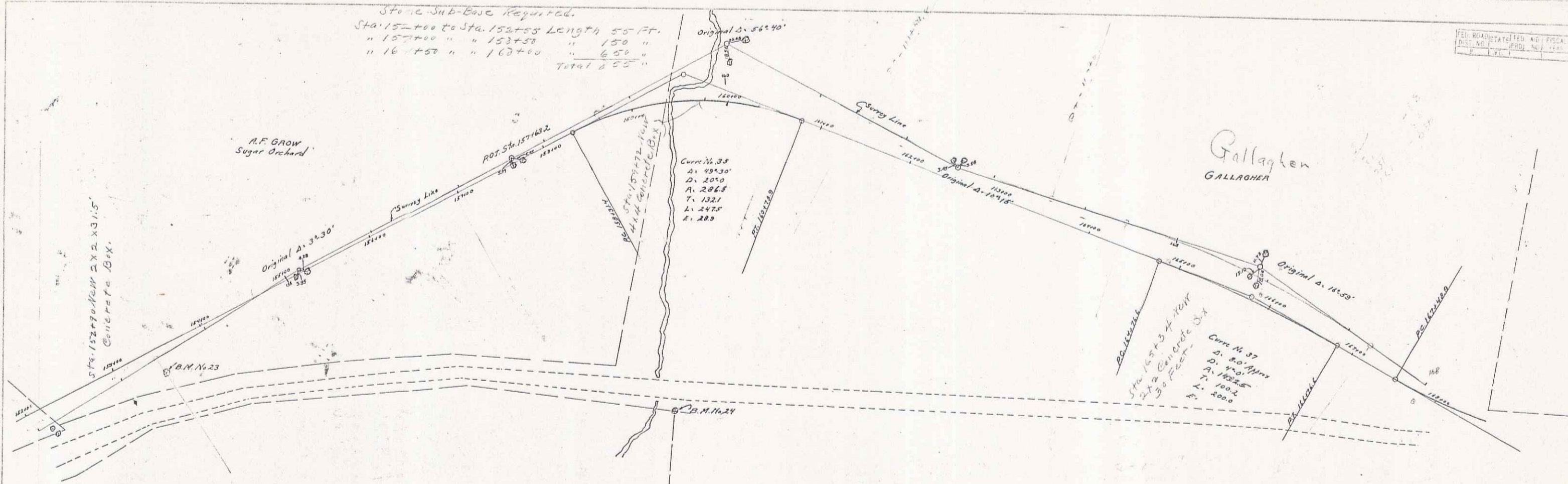
10/10/1912
C. E. Wood
D. L. Bond

Series F. No.
Sheet 12 45

40

FEED ROAD	STATES	FEED	AD	PIED	STATE	TOTAL
157+00	158+00	159+00	160+00	161+00	162+00	163+00

Stone Sub-Base Required.
 Sta. 157+00 to Sta. 158+55 Length 55 ft.
 " 157+00 " " 157+50 " 50 "
 " 161+50 " " 162+00 " 50 "
 TOTAL 150 "



PLAN
 E. R. GROW
 S. L. GROW
 11/17/23

PROFILE
 E. R. GROW
 S. L. GROW
 11/17/23

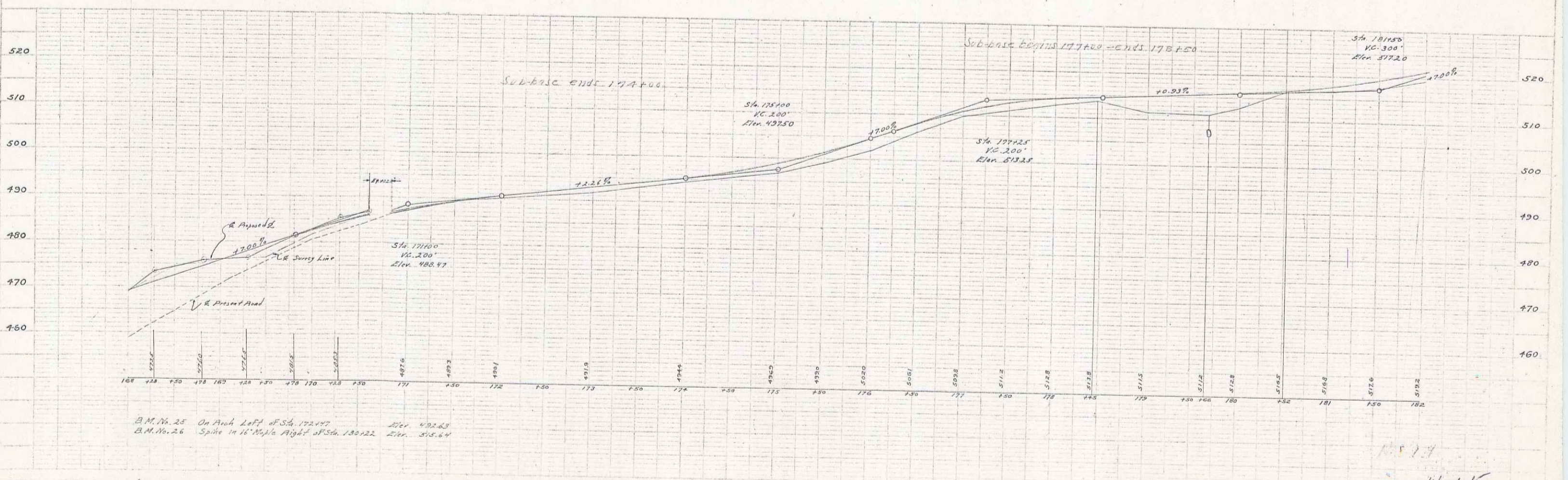
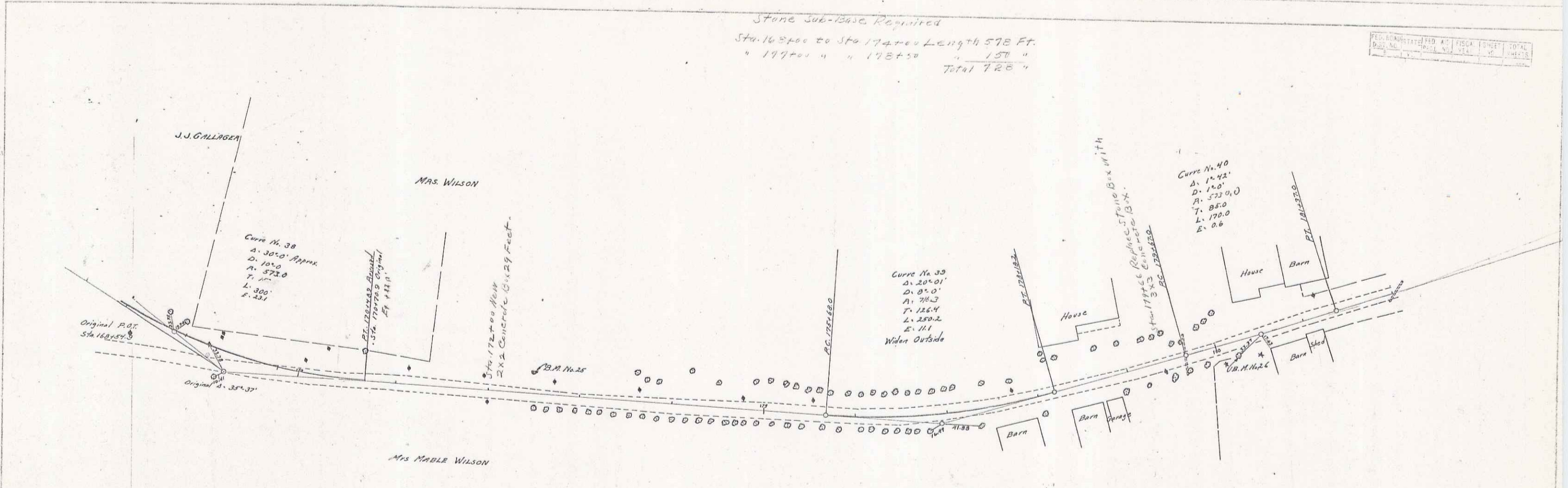
13 of 45 41

Stone Sub-base Required
 Sta. 168+00 to Sta 174+00 Length 578 Ft.
 " 199+00 " " 178+50 " 157 "
 Total 735 "

PER. ENGINEER	PROJ. NO.	TOTAL SHEETS	TOTAL SHEETS

W. H. WALKER
 D. L. LAND
 3/17/23

W. H. WALKER
 D. L. LAND
 G. K. CHASE
 3/17/23



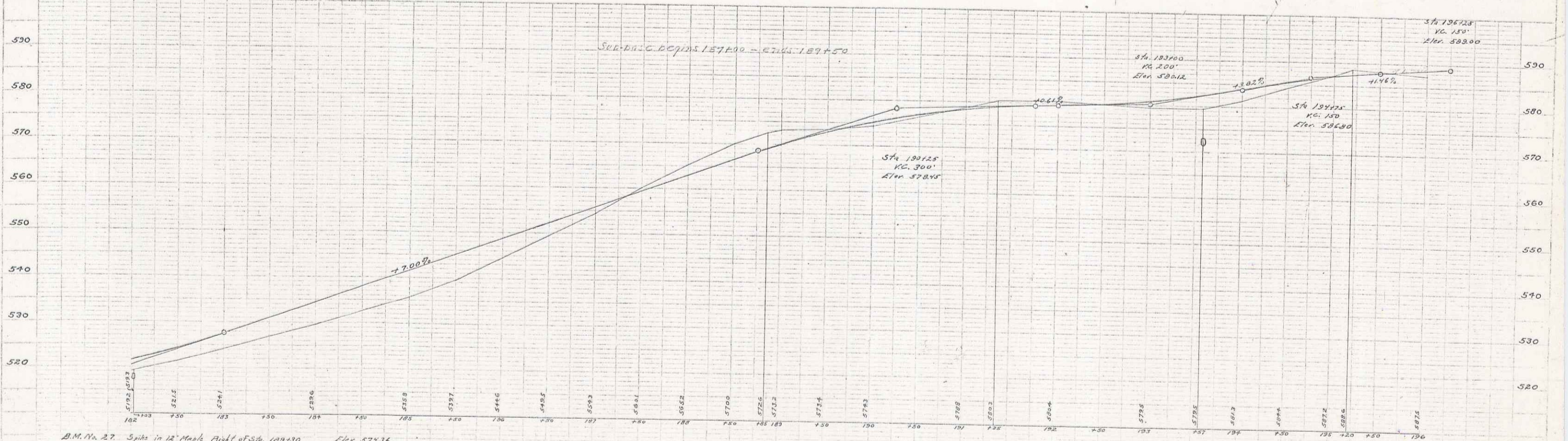
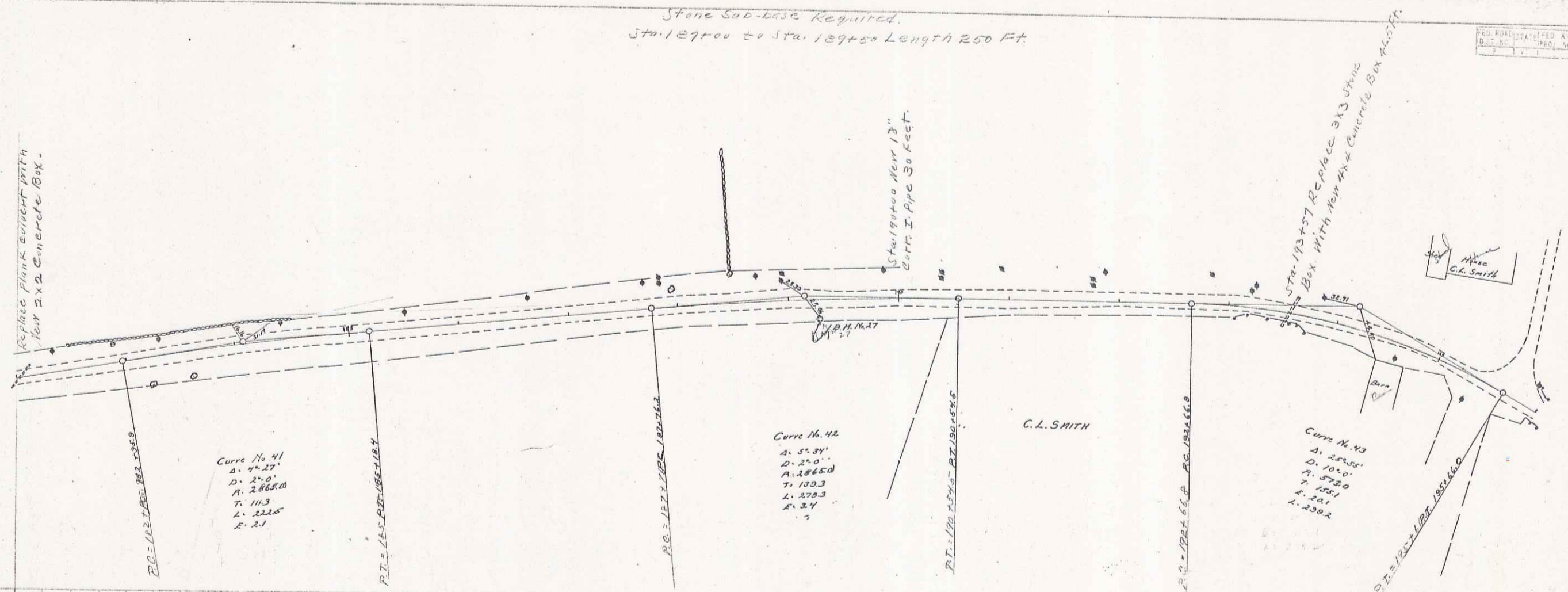
B.M. No. 25 On Arch Left of Sta. 172+00 Elev. 492.65
 B.M. No. 26 Spike in 16' Maple Right of Sta. 180+22 Elev. 514.64

14 of 45 42

PLAN
 ERIVICK
 D.L. LIND
 1912

PROFILE
 G.L. SMITH
 G.M. CHAMBERLAIN
 1912

Stone Sub-base Required
 Sta. 18700 to Sta. 18945 Length 250 Ft.



B.M. No. 27 Spire in 12' Maple Right of Sta. 189130 Elev. 571.36

PROJ. NO.	SCALE	SHEET NO.	TOTAL SHEETS

15 of 45
 43

PLAN
 ERM 1964
 D. L. Lord
 1/10/53
 2/17/53

ERM 1964
 D. L. Lord
 1/10/53
 2/17/53

Some Sub-base Required
 Sta. 197+50 to Sta. 199+50 Length 200 Ft.
 " 201+75 " " 203+50 " 175 "
 Total 375 "

