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STATE OF VERMONT
STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY

STATE PROJECT
TOWN OF CAMBRIDGE Pin # 00K290

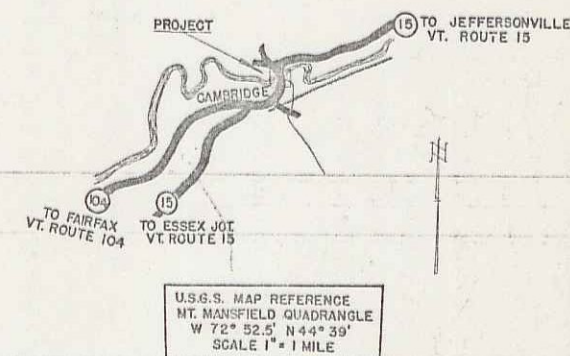
COUNTY OF LAMOILLE
VERMONT ROUTE 15

BRIDGE OVER LAMOILLE RIVER IN HAMLET OF CAMBRIDGE

STANDARD STRUCTURE SHEETS APPROVED BY THE CHIEF ENGINEER, VERMONT STATE DEPARTMENT OF HIGHWAYS.-

S-40 FEB. 28, 1949
S-48-46 MAY 13, 1946

FED. ROAD DIST. NO.	STATE	ST. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	9	Vt. 122 M.		1	29

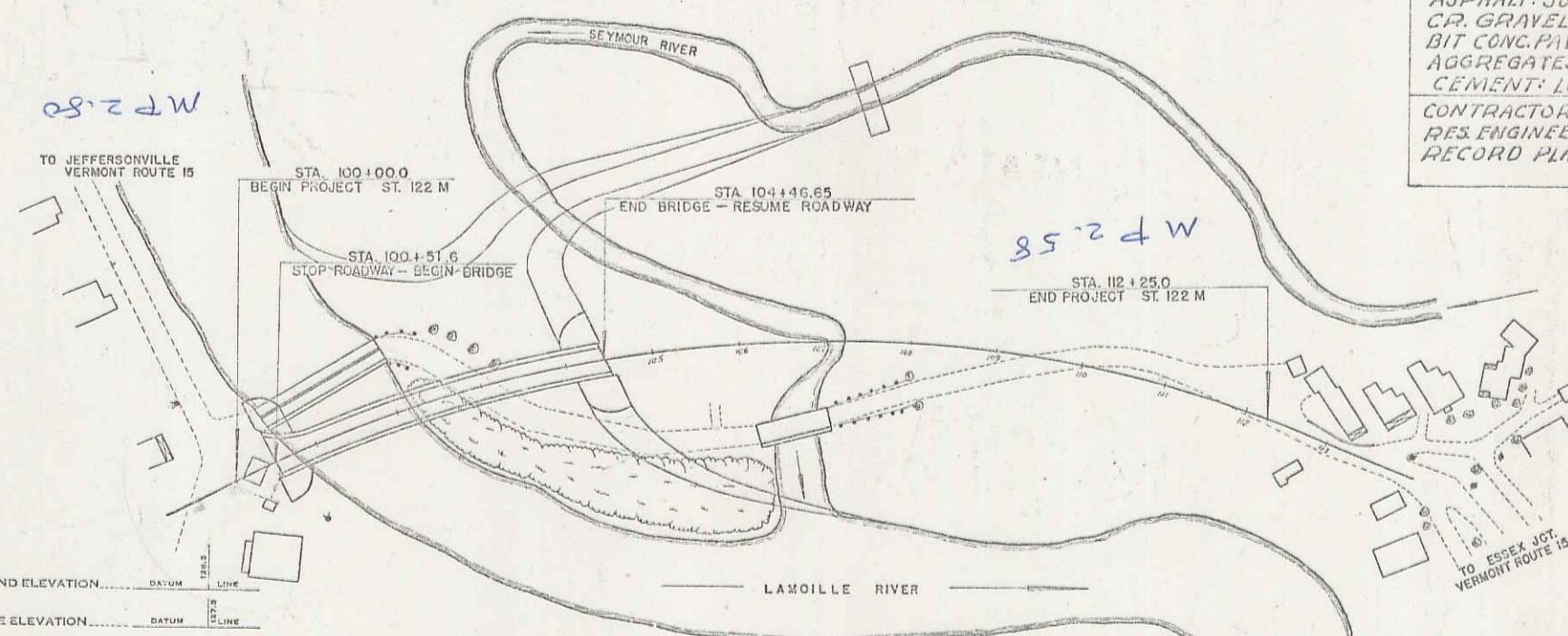


(To Be Returned To C. W. Division)
U-15
RECEIVED
COMMON
HIGHWAY DIVISION
B-# 20

LENGTH OF ROADWAY 829.95 FEET
LENGTH OF BRIDGE 395.05 FEET
LENGTH OF PROJECT 1,225.00 FEET

PROJECT- NAME & NUMBER CAMBRIDGE - ST. 122M	TYPE W-F BEAM
RECORD PLANS	
MATERIALS	
BORROW: Nadeau Pit-Johnson Vt.	REINR. STEEL: Tuscan Steel-Boston
GRAVEL: Gates Property-at site	STEEL SUPER-Belt, thru Vt. Structural Steel
REFINED TAR: Barrett Co.-Worcester	STONE: Local
ASPHALT: Sweeney Vacuum - Prov. R.I.	TIMBER PILING: Local
CR. GRAVEL: Fox Hill, Nadeau Pit-Johnson	GD. CABLE POSTS: Vt. Structural-Burl. Vt.
BIT CONC. PAVEMENT: Vt. Irving Co.-Burl. Vt.	D.PANEL- POSTS: "
AGGREGATES: Nadeau Pit-Johnson Vt.	IRON PIPE: Local
CEMENT: Lehigh, EA-Hisen N.Y.	
CONTRACTOR: Oscar L. Olson	CONTRACT DATED: Sept 26, 1949
RES. ENGINEER: Fred W. Eadger	" STARTED: Sept 28, 1949
RECORD PLANS: S.V. Clifford	" COMPLETED: Nov 8, 1950
	" ACCEPTED: Nov 14, 1950

Project No. ST 122M



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	---

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.

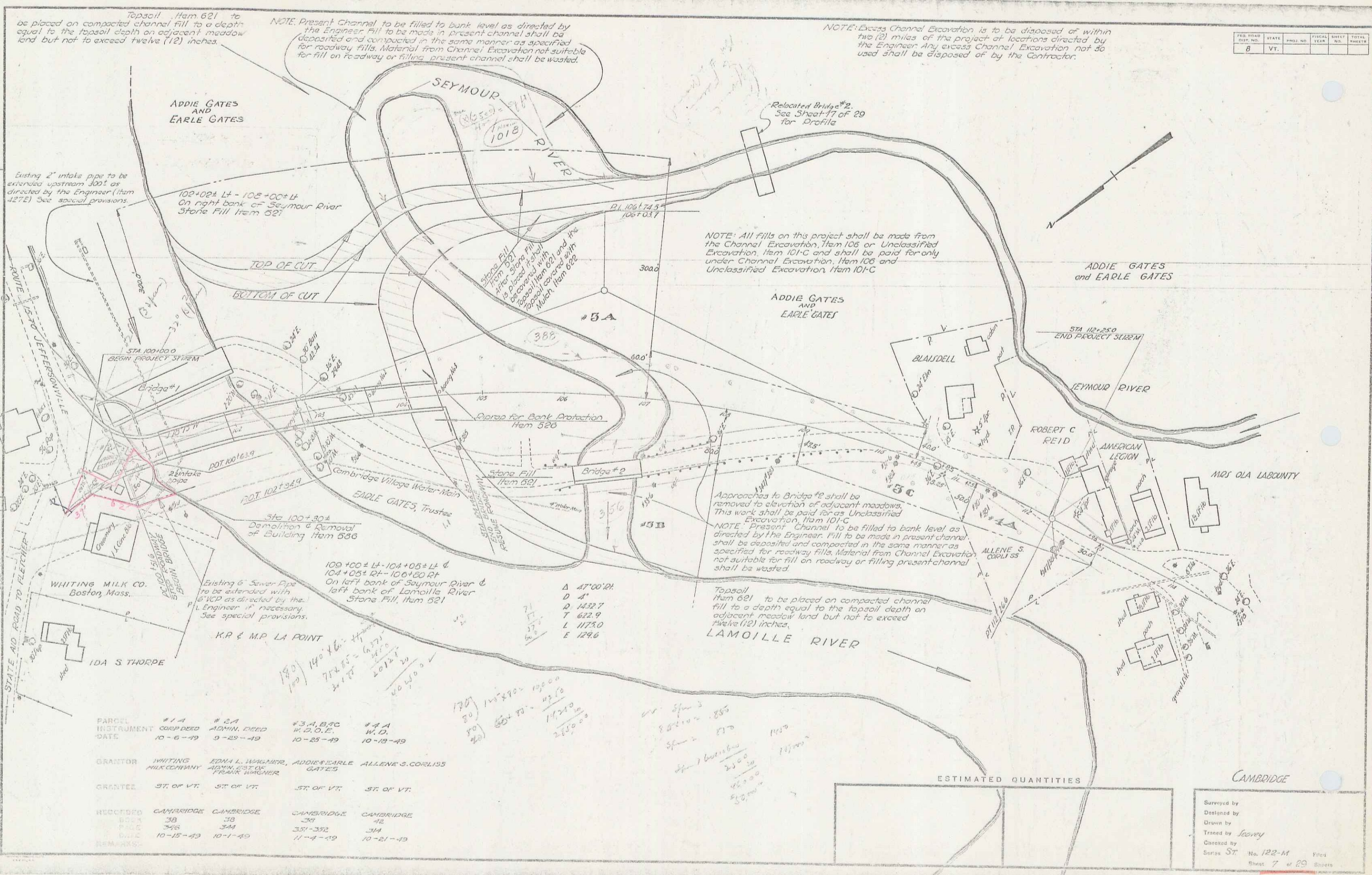
SCALES	
TITLE	1" = 100'
TYPICAL	1" = 2'
PLAN	1" = 50'
PROFILE HORIZONTAL	1" = 10'
VERTICAL	1" = 10'
CROSS SECTIONS	1" = 5'

APPROVED: 22 AUGUST 1949
H. E. Sargent
CHIEF ENGINEER

RECOMMENDED FOR APPROVAL
BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE

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 THE STANDARD ROAD AND BRIDGE SPECIFICATIONS OF 1948, INCLUDING ALL SUBSEQUENT APPROVED REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE SUBMITTED WITH THE PLANS.

APPROVED: 22 AUGUST 1949
BRIDGE ENGINEER
APPROVED: DISTRICT HIGHWAY ENGINEER
APPROVED: DISTRICT HIGHWAY COMMISSIONER
SERIES ST NO. 122 M FILED
SHEET 1 OF 29



FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
8	VT.				

Topsail Item 621 to be placed on compacted channel fill to a depth equal to the topsail depth on adjacent meadow land but not to exceed twelve (12) inches.

NOTE: Present Channel to be filled to bank level as directed by the Engineer. Fill to be made in present channel shall be deposited and compacted in the same manner as specified for roadway fills. Material from Channel Excavation not suitable for fill on roadway or filling present channel shall be wasted.

NOTE: Excess Channel Excavation is to be disposed of within the (2) miles of the project at locations directed by the Engineer. Any excess Channel Excavation not so used shall be disposed of by the Contractor.

NOTE: All fills on this project shall be made from the Channel Excavation, Item 106 or Unclassified Excavation, Item 101-C and shall be paid for only under Channel Excavation, Item 106 and Unclassified Excavation, Item 101-C

Approaches to Bridge #2 shall be removed to elevation of adjacent meadows. This work shall be paid for as Unclassified Excavation, Item 101-C

NOTE: Present Channel to be filled to bank level as directed by the Engineer. Fill to be made in present channel shall be deposited and compacted in the same manner as specified for roadway fills. Material from Channel Excavation not suitable for fill on roadway or filling present channel shall be wasted.

Topsail Item 621 to be placed on compacted channel fill to a depth equal to the topsail depth on adjacent meadow land but not to exceed twelve (12) inches.

Existing 2" intake pipe to be extended upstream 300' as directed by the Engineer (Item 427E) See special provisions.

102+02± Lt - 105+00± Lt On right bank of Seymour River Stone Fill Item 621

TOP OF CUT
BOTTOM OF CUT

Stone Fill Item 621
Stone Fill Item 621
Stone Fill Item 621
Stone Fill Item 621
Stone Fill Item 621
Stone Fill Item 621

Clearing for Bank Protection Item 526

Stone Fill Item 621

Sta 100+30± Demolition & Removal of Building Item 536

100+00± Lt - 104+05± Lt & 104+05± Lt - 106+00± Lt On left bank of Seymour River & left bank of Lamoille River Stone Fill, Item 621

Existing 6" Sewer Pipe to be extended with 6" ICP as directed by the Engineer if necessary. See special provisions.

K.R. & M.P. LA POINT

Δ 47'00" 00"
D 4'
T 1432.7
L 642.9
L 1125.0
E 129.6

PARCEL INSTRUMENT DATE	#14 CORP'D 10-6-49	#2A ADMIN. DEED 9-25-49	#3A, B, C W.D.O.E. 10-25-49	#4A W.D. 10-18-49
GRANTOR	WHITING MILK COMPANY	EDNA L. WAGNER, EDNA WAGNER	ADDIE EARLE GATES	ALLENE S. CORLISS
GRANTEE	ST. OF VT.	ST. OF VT.	ST. OF VT.	ST. OF VT.
RECORDED	CAMBRIDGE 38	CAMBRIDGE 38	CAMBRIDGE 351-352	CAMBRIDGE 314
DATE	10-12-49	10-1-49	11-4-49	10-21-49
REMARKS				

ESTIMATED QUANTITIES

CAMBRIDGE		
Surveyed by		
Designed by		
Drawn by	Seavey	
Traced by		
Checked by		
Series	ST. No. 122-M	File
	Sheet 7 of 20	Scale