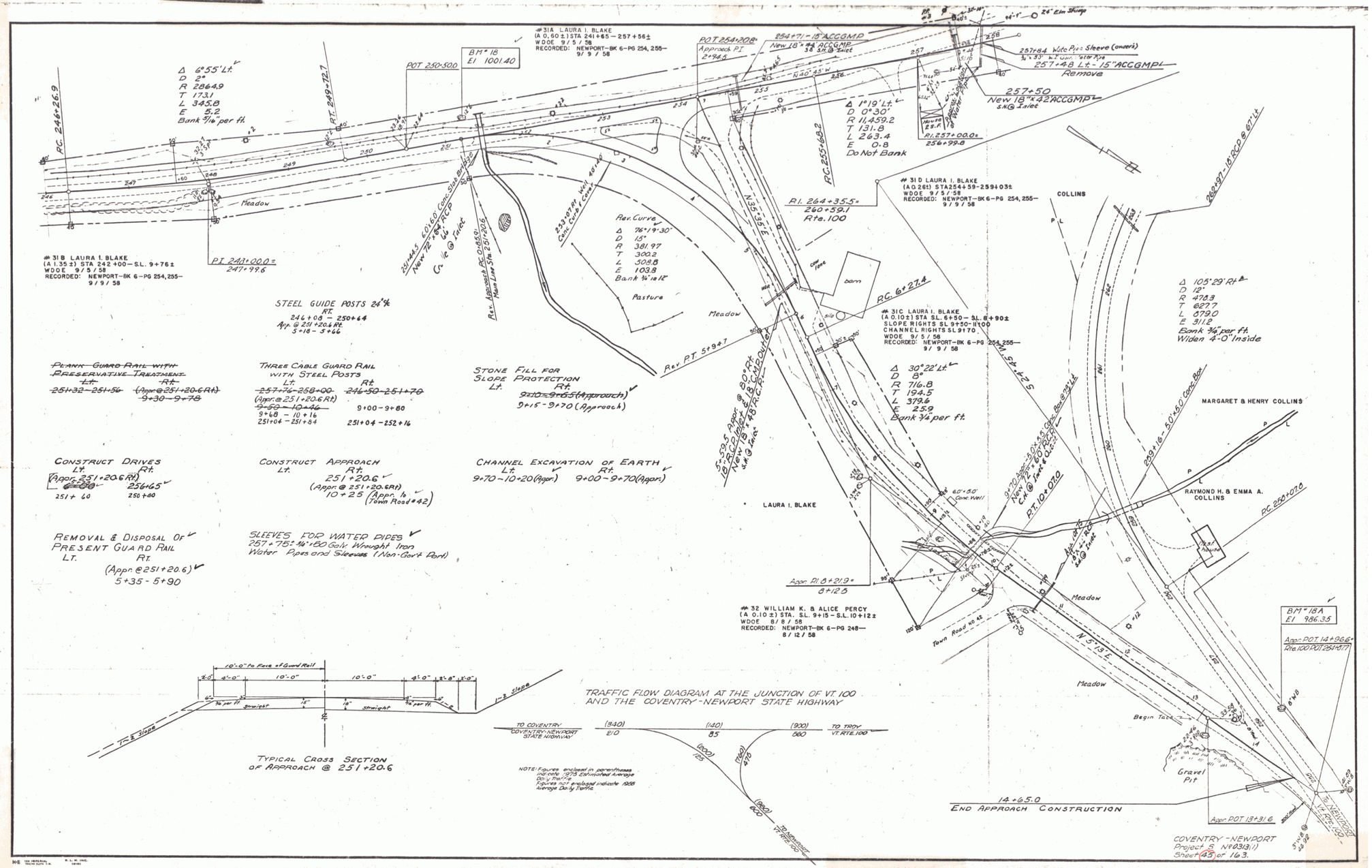
#31A LAURA I. BLAKE
(A 0.60±) STA 241+85 – 257+56±
WDOE 9/5/58
RECORDED: NEWPORT–BK 6–PG 254, 255–
9/9/58
BM # 18
El 1001.40
POT 250+50.0
RT. 249+72.7
RC. 246+26.9
Δ 6°55' Lt.
D 2°
R 2864.9
T 173.1
L 345.8
E 5.2
Bank 5/16" per ft.
Meadow
#31B LAURA I. BLAKE
(A 1.35±) STA 242+00 – S.L. 9+76±
WDOE 9/5/58
RECORDED: NEWPORT–BK 6–PG 254, 255–
9/9/58
PT. 243+00.0 =
247+99.6
251+44.5 601.60 Conc. Slab Bridge
New 72" x 64' RCP
Culvert @ Inlet
Rev. Approach PC 0+55.9
Main Line Sta. 251+20.6
233.0 PRV Well 401.40
Conc. Curb & Cover
Rev. Curve
Δ 76°19'30"
D 15°
R 381.97
T 300.2
L 508.8
E 103.8
Bank 1/4" to 12"
Pasture
Meadow
Rev. PT. 5+94.7
POT 254+20.8
Approach P.I.
2+94.6
254+71 – 15" ACCGMP
New 18" x 44' ACCGMP
3.8' S.M. @ Inlet
N 40°45' W
Δ 1°19' Lt.
D 0°30'
R 11,459.2
T 131.8
L 263.4
E 0.8
Do Not Bank
PC. 255+68.2
N 35°35' E
P.I. 264+35.5 =
260+59.1
Rte. 100
#31D LAURA I. BLAKE
(A 0.26±) STA 254+59 – 259+03±
WDOE 9/5/58
RECORDED: NEWPORT–BK 6–PG 254, 255–
9/9/58
barn
RC. 6+27.4
#31C LAURA I. BLAKE
(A 0.10±) STA SL. 6+50 – SL. 8+90±
SLOPE RIGHTS SL. 9+50 – 11+00
CHANNEL RIGHTS SL. 9+70
WDOE 9/5/58
RECORDED: NEWPORT–BK 6–PG 254, 255–
9/9/58
Δ 30°22' Lt.
D 8°
R 716.8
T 194.5
L 379.6
E 25.9
Bank 3/4" per ft.
5+53.5 Appr. @ 80° Rt.
18" RCP Inlet & 18" Culvert
New 18" x 48' S.M. @ Inlet
LAURA I. BLAKE
6.0' x 5.0' Conc. Well
9+70 Appr. – 3.5' x 3.5' Conc. Box
New 72" x 60' RCP
C.A. @ Inlet & Outlet
P.T. 10+07.0
Appr. P.I. 8+21.9 =
8+12.5
#32 WILLIAM K. & ALICE PERCY
(A 0.10±) STA. SL. 9+15 – S.L. 10+12±
WDOE 8/8/58
RECORDED: NEWPORT–BK 6–PG 248–
8/12/58
Town Road No. 42
Meadow
N 5°13' E
Begin Text
Gravel Pit
14+65.0
END APPROACH CONSTRUCTION
Appr. POT 13+31.6
BM # 18A
El 986.35
Appr. POT 14+96.6
Rte. 100 POT 251+67.7
COLLINS
Δ 105°29' Rt.
D 12°
R 478.3
T 627.7
L 879.0
E 311.2
Bank 3/4" per ft.
Widen 4'-0" Inside
MARGARET & HENRY COLLINS
RAYMOND H. & EMMA A. COLLINS
PC 256+07.0
257+84 Water Pipe Sleeve (owners)
257+48 Lt. – 15" ACCGMP
Remove
257+50
New 18" x 42' ACCGMP
S.M. @ Inlet
House 25.4
Water Pipe
P.I. 257+00.0 =
256+99.8
24" Elm Stump
STEEL GUIDE POSTS 24" ⅌
RT.
246+09 – 250+64
App. @ 251+20.6 Rt.
5+18 – 5+66
PLANK GUARD RAIL WITH PRESERVATIVE TREATMENT
Lt. 251+32 – 251+56
Rt. (Appr. @ 251+20.6 Rt.) 9+30 – 9+78
THREE CABLE GUARD RAIL WITH STEEL POSTS
Lt. 257+76 – 258+00 (Appr. @ 251+20.6 Rt.) 9+68 – 10+16
251+04 – 251+84
Rt. 246+50 – 251+70
9+00 – 9+80
251+04 – 252+16
STONE FILL FOR SLOPE PROTECTION
Rt. 9+15 – 9+70 (Approach)
CONSTRUCT DRIVES
Lt. 251+60
Rt. (Appr. 251+20.6 Rt.) 256+65
250+80
CONSTRUCT APPROACH
Lt.
Rt. 251+20.6 (Appr. @ 251+20.6 Rt.) 10+25 (Appr. to Town Road #42)
CHANNEL EXCAVATION OF EARTH
Lt. 9+70 – 10+20 (Appr.)
Rt. 9+00 – 9+70 (Appr.)
REMOVAL & DISPOSAL OF PRESENT GUARD RAIL
Lt.
Rt. (Appr. @ 251+20.6) 5+35 – 5+90
SLEEVES FOR WATER PIPES
257+75 – ¼" x 60 Galv. Wrought Iron Water Pipes and Sleeves (Non-Gov't Part)
10'-0" To Face of Guard Rail
6'-0"
4'-0"
10'-0"
10'-0"
4'-0"
2'-0"
3'-0"
1:2 Slope
Straight
18"
18"
Straight
1:2 Slope
TYPICAL CROSS SECTION OF APPROACH @ 251+20.6
TRAFFIC FLOW DIAGRAM AT THE JUNCTION OF VT. 100 AND THE COVENTRY-NEWPORT STATE HIGHWAY
TO COVENTRY COVENTRY-NEWPORT STATE HIGHWAY
(940) 210
(140) 85
(900) 880
TO TROY VT. RTE. 100
(600) 125
(760) 475
(860) 820
TO NEWPORT VT. RTE. 100
NOTE: Figures enclosed in parentheses indicate 1975 Estimated Average Daily Traffic
Figures not enclosed indicate 1968 Average Daily Traffic
COVENTRY – NEWPORT
Project S N#0313(1)
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