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Standard Structure Sheet 528 approved by the Chief Engineer on July 14, 1933.

Standard Structure Sheet 530 approved by the Chief Engineer on Aug. 15, 1933.

Standard Structure Sheet 531 approved by the Chief Engineer on July 25, 1934.

FED. ROAD DIST. NO.	STATE	FISCAL YEAR	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	Vt.	297A	1936	1	23

STATE OF VERMONT  
STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED  
STATE HIGHWAY

U. S. WORKS PROGRAM SECONDARY OUTSIDE PROJECT (W.P.S.O. 207A)

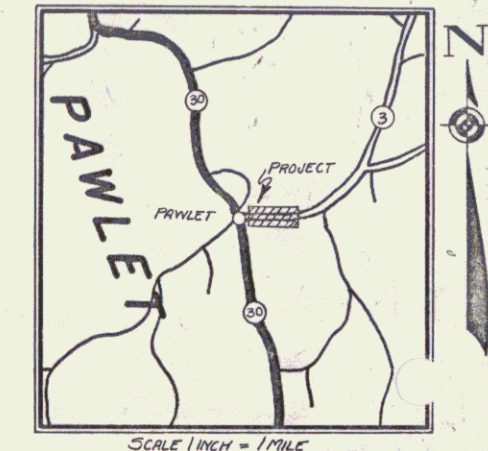
TOWN OF PAWLET

PAWLET - DANBY ROAD

TWO BRIDGES OVER FLOWER BROOK

FROM BEN ROBINSON'S STORE SOUTHEASTERLY 0.293 MILES TO GERTRUDE ROBINSON'S HOUSE.

LENGTH OF BRIDGE NO. 1 = 64.0 FT. = 0.012 MI.  
 " " NO. 2 = 54.0 FT. = 0.010 MI.  
 " " ROADWAY --- = 1432.0 FT. = 0.271 MI.  
 TOTAL LENGTH OF PROJECT --- = 1500.0 FT. = 0.293 MI.



RIGHT-OF-WAY DIVISION  
TOWN FILE

PERPETUAL  
Town of Pawlet  
(To Be Returned To R.O.W. Division)

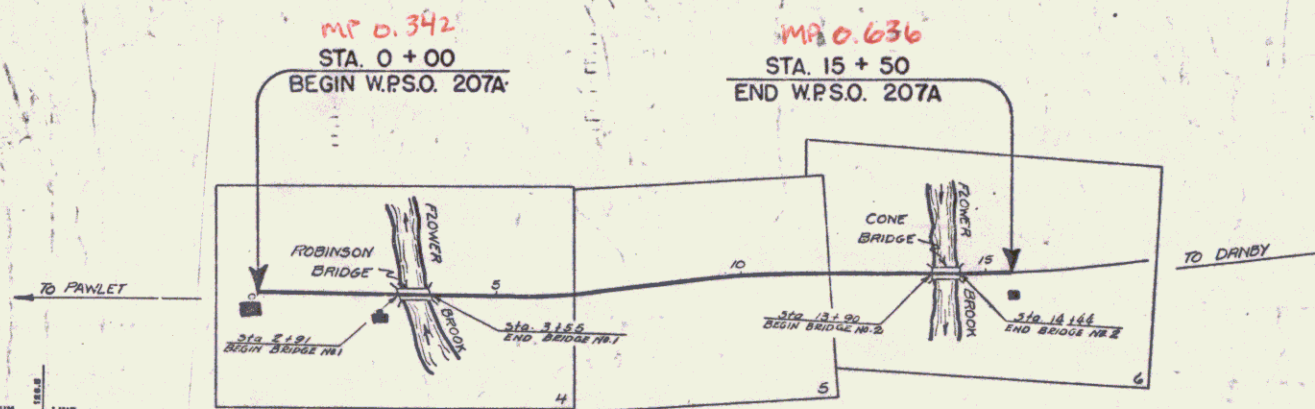
RECORD PLANS  
APRIL 2, 1937  
12 F.T.

APPROVED: Nov 23 1935  
[Signature]  
COMMISSIONER OF HIGHWAYS  
SUBMITTED BY ORDER OF THE STATE HIGHWAY BOARD

Pin # 11R003

RECOMMENDED [Signature] DISTRICT ENGINEER BUREAU OF PUBLIC ROADS  
 RECOMMENDED FOR APPROVAL [Signature] CHIEF ENGINEER BUREAU OF PUBLIC ROADS  
 APPROVED [Signature] DIRECTOR BUREAU OF PUBLIC ROADS

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 and Bridge Specifications of 1930, 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 price, said cost of extension not to exceed 25% of the amount of the contract.



SCALES

TITLE	1" = 200'
TYPICAL	1" = 2'
PLAN	1" = 20'
PROFILE	1" = 5'
CROSS-SECTIONS	1" = 5'

CONVENTIONAL SIGNS

COUNTY LINE	-----
TOWN LINE	-----
FENCE LINE	-----
STONE WALL	-----
UNFENCED PROPERTY	-----
RAILROAD	-----
TRAVELED WAY	-----
RAILROAD	-----
RETAINING WALL	-----
CENTER LINE	-----
SURVEY LINE	-----
SULVERT	-----
CRIP 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.

Project No. W.P.S.O. 207A

SERIES W.P.S.O. NO. 207A FILED  
SHEET 1 OF 23

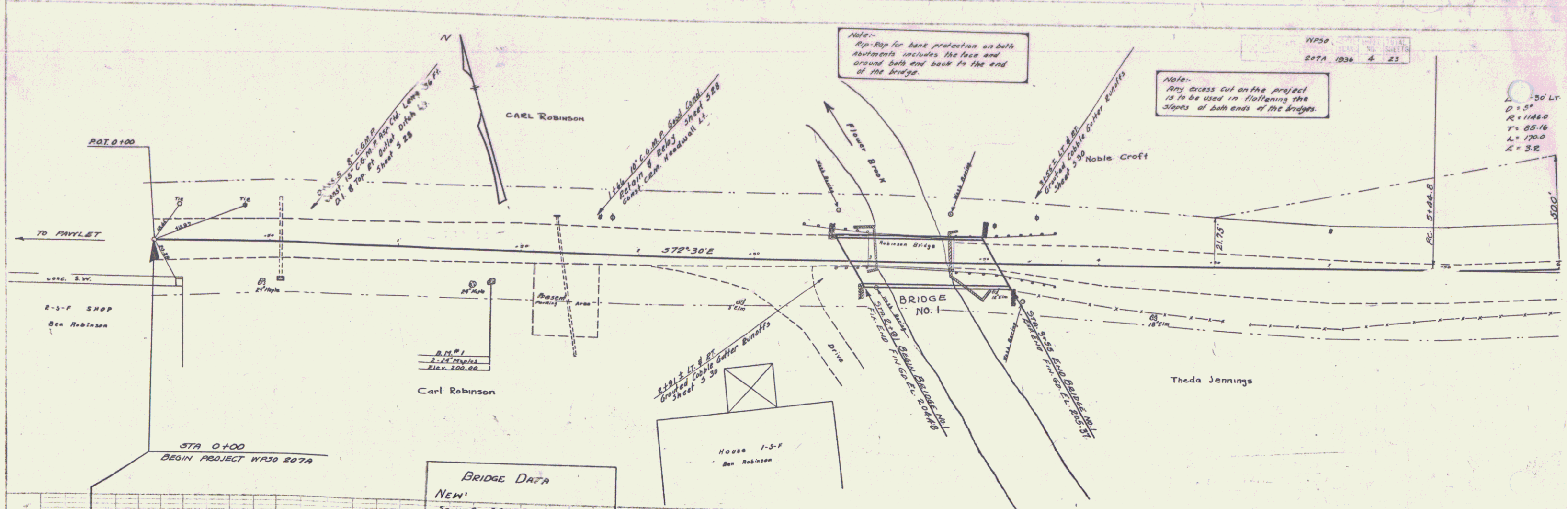
DIST. #1 Plans

4/13/33

W. H. Day  
 Engineer  
 715 E. 1st St.  
 St. Paul, Minn.

VP50  
 207A 1936 4 23

50' LT  
 D = 5'  
 R = 1146.0  
 T = 85.16  
 L = 170.0  
 E = 3.82



**BRIDGE DATA**

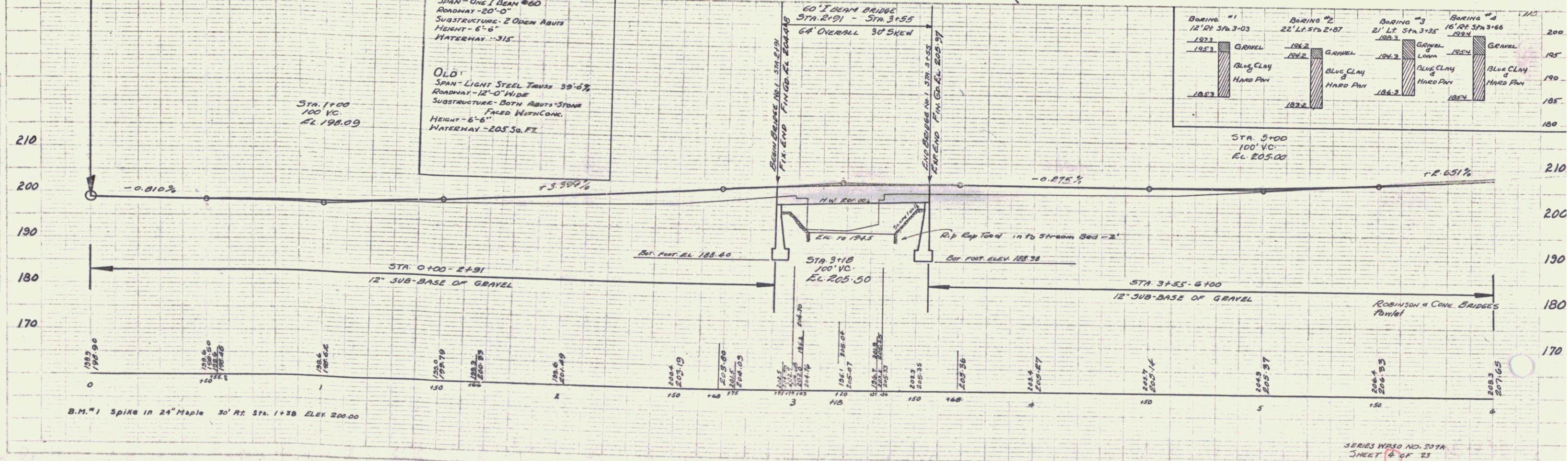
**NEW**

SPAN - ONE I BEAM #60  
 ROADWAY - 20'-0"  
 SUBSTRUCTURE - 2 OPEN ABUTTS  
 HEIGHT - 6'-6"  
 WATERWAY - 31'-5"

**OLD**

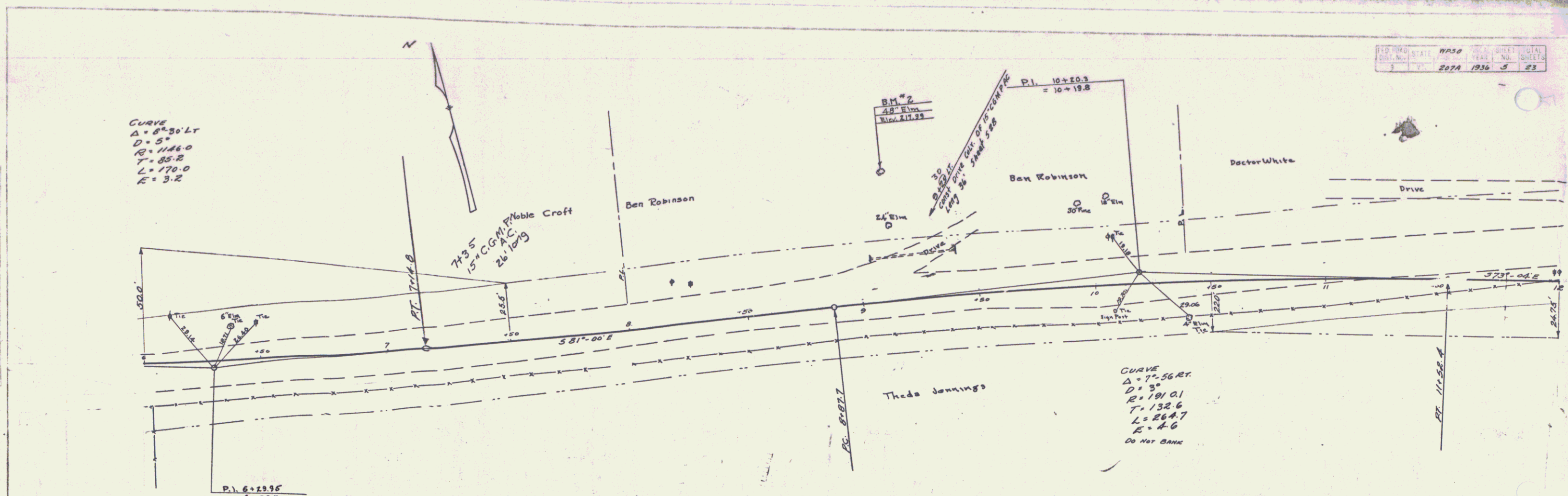
SPAN - LIGHT STEEL TRUSS 55'-6"  
 ROADWAY - 12'-0" WIDE  
 SUBSTRUCTURE - BOTH ABUTTS STONE  
 FACED WITH CONC.  
 HEIGHT - 6'-6"  
 WATERWAY - 20'-5" FT.

BORING #1	BORING #2	BORING #3	BORING #4
12' LT STA 3+03	22' LT STA 2+87	21' LT STA 3+25	16' LT STA 3+66
1923	1922	1923	1924
GRAVEL	GRAVEL	GRAVEL	GRAVEL
Blue Clay	Blue Clay	Blue Clay	Blue Clay
Hard Pan	Hard Pan	Hard Pan	Hard Pan
1923	1922	1923	1924

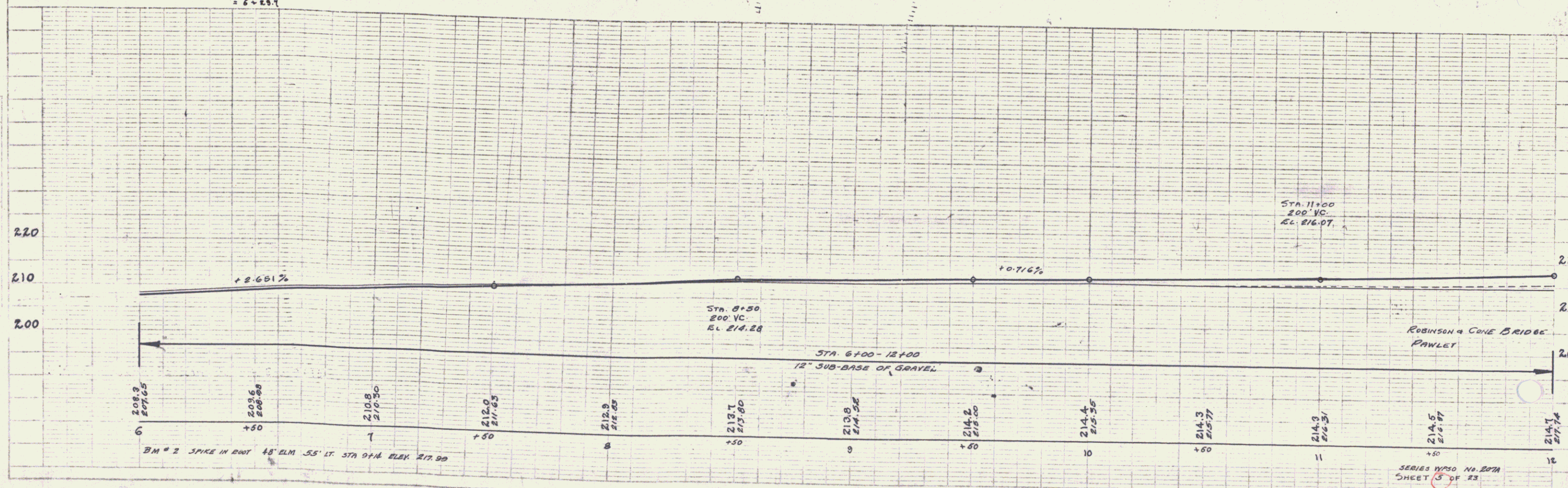


SERIES WPSO NO. 207A  
 SHEET 6 OF 23

CURVE  
 $\Delta = 8^{\circ}30'LT$   
 $D = 5^{\circ}$   
 $R = 1146.0$   
 $T = 85.2$   
 $L = 170.0$   
 $E = 3.2$

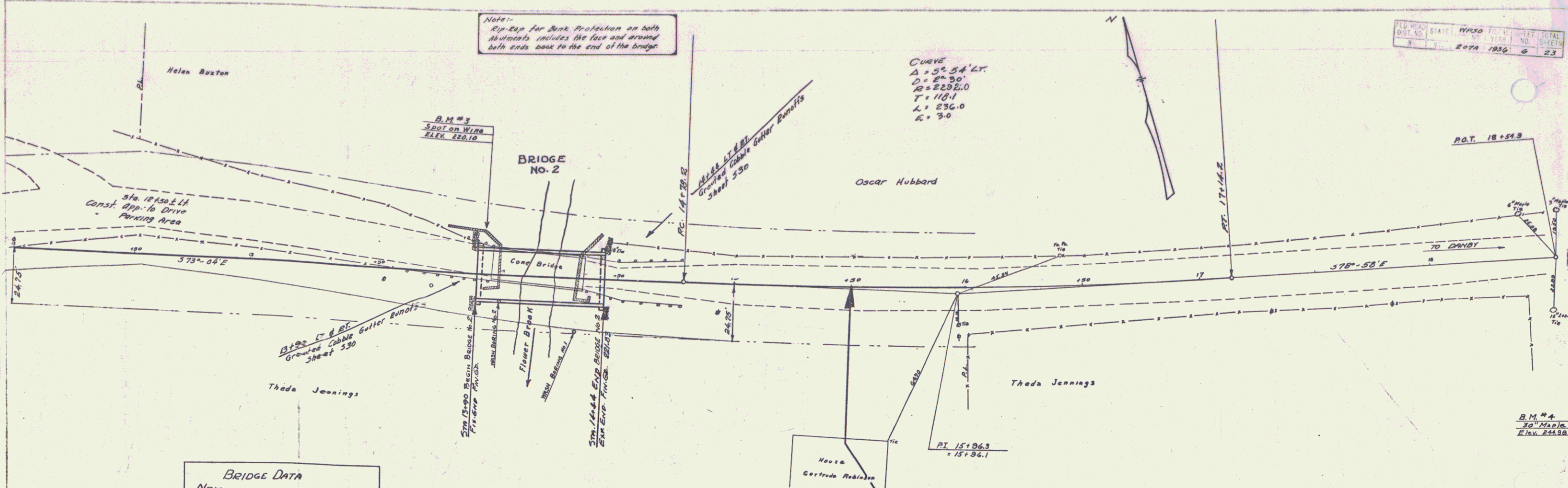


CURVE  
 $\Delta = 7^{\circ}56'RT$   
 $D = 3^{\circ}$   
 $R = 191.01$   
 $T = 132.6$   
 $L = 264.7$   
 $E = 4.6$   
 DO NOT BANK



PLAN  
 W.M. D. 1933  
 1/2" = 100'

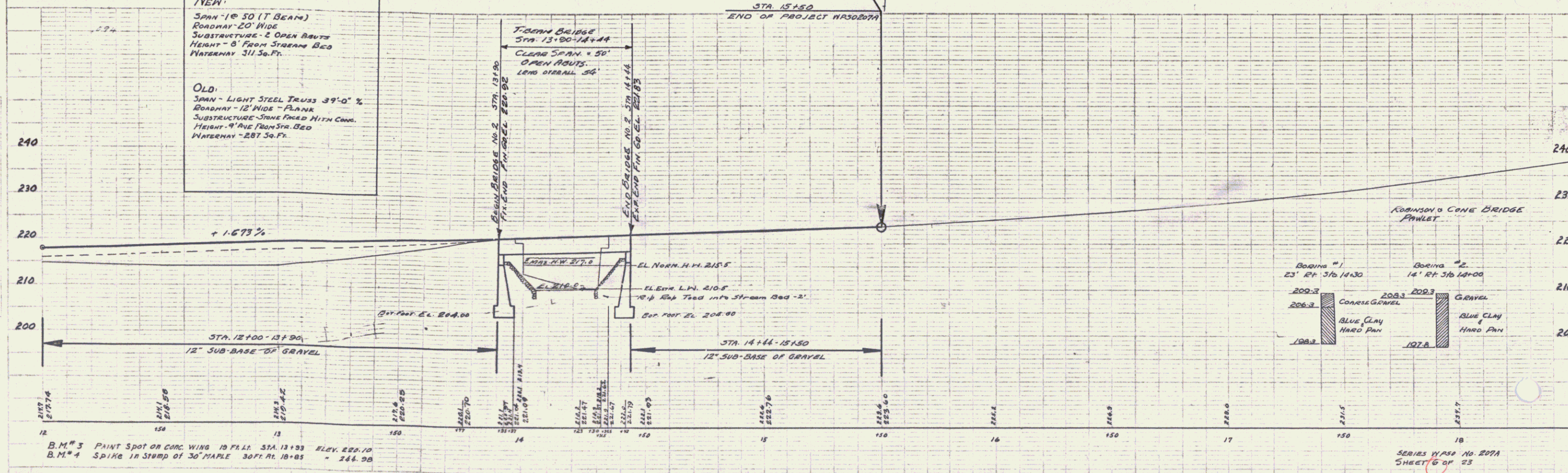
PROFILE  
 W.M. D. 1933  
 1/2" = 100'



**BRIDGE DATA**

**NEW:**  
 SPAN - 10' 50" (T BEAM)  
 ROADWAY - 20' WIDE  
 SUBSTRUCTURE - 2 OPEN ABUTTS  
 HEIGHT - 6' FROM STREAM BED  
 WATERWAY - 31.50 FT.

**OLD:**  
 SPAN - LIGHT STEEL TRUSS 39'-0" W  
 ROADWAY - 12' WIDE "FLANK"  
 SUBSTRUCTURE - STONE FORD WITH CONC.  
 HEIGHT - 9' AVE FROM STR. BED  
 WATERWAY - 28.75 FT.



B.M. #3 PAINT SPOT ON CONC WING 10 FT. STA. 12+33 ELEV. 220.10  
 B.M. #4 SPIKE IN STUMP OF 30" MAPLE 30 FT. N. 10+83 = 244.98

