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1	TYPICAL CROSS-SECTION OF IMPROVEMENT (GRAVEL SURFACE COURSE)
2	PLAN AND PROFILE STA. 0+50 TO STA. 11+00
3	11+00 " 22+00 "
4	22+00 " 36+00 "
5	36+00 " 43+50 "
6	Bridge Superstructure
7	S.B. 1
8	Abutments
9	S.B. 2
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FED. ROAD DIST. NO.	STATE	PLANNED PROJ. NO.	FINANCIAL YEAR	SHEET NO.	TOTAL SHEETS
0	VT.	14-C	1929	1	29

**STATE OF VERMONT  
STATE HIGHWAY DEPARTMENT**

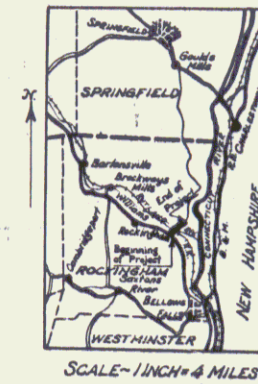
**PLAN AND PROFILE OF PROPOSED  
STATE HIGHWAY**

FLOOD-RELIEF PROJECT

**TOWN OF ROCKINGHAM**

**BELLOWS FALLS-SPRINGFIELD ROAD**

FROM ITS INTERSECTION WITH THE  
BELLOWS FALLS-CHESTER ROAD NORTHERLY 0.809 MILES  
LENGTH OF PROJECT INCLUDING BRIDGES OVER 20 FOOT SPAN 2250 FEET - 0.809 MILES  
LENGTH OF PROJECT EXCLUDING BRIDGES OVER 20 FOOT SPAN 2020 FEET - 0.762 MILES



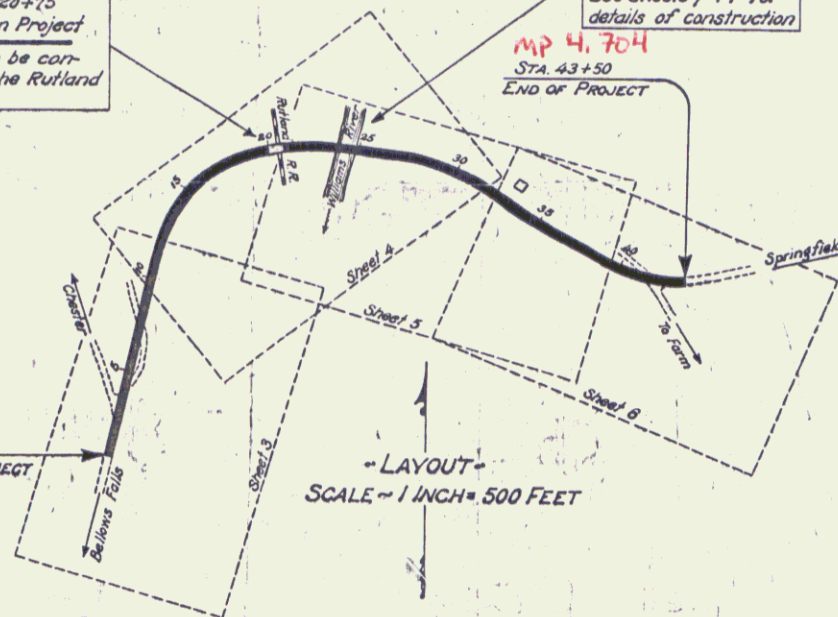
**SCALES**  
Plan 1 in. = 50 ft.  
Profile Horiz. 1 in. = 50 ft.  
Vert. 1 in. = 10 ft.  
Cross Sections 1 in. = 5 ft.

Sta. 20+00-20+75  
Not included in Project  
Overpass to be constructed by the Rutland Railroad

**BRIDGE**  
Sta. 22+50 to Sta. 25+00  
Length over all 2510  
See sheets 7-14 for details of construction

MP 4.704  
STA 43+50  
END OF PROJECT

MP 3.889  
STA 0+50  
BEGINNING OF PROJECT



**LAYOUT**  
SCALE = 1 INCH = 500 FEET

DESCRIPTION	LENGTH	YEAR
Rockingham		
FR 14C		
Deck Truss		
J.R. McCabe, Inc.		
Williams river bridge and approaches		

**CONVENTIONAL SIGNS**

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	---

GROUND ELEVATION	BATHY	LINE
GRADE ELEVATION	BATHY	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.

This Project to be constructed in accordance with Standard Specifications, as filed with the U.S. Bureau of Public Roads, as approved July 7, 1926. These plans subject to such revisions as may be required by the Bureau of Public Roads or the Chief Engineer.

APPROVED: MARCH 26, 1929

*H. S. Langford*  
CHIEF ENGINEER

SUBMITTED BY ORDER OF THE STATE HIGHWAY BOARD

MARCH 26, 1929

*S. S. Smith*  
COMMISSIONER OF HIGHWAYS

Pin # 118007

Route US5

RECOMMENDED

DISTRICT ENGINEER BUREAU OF PUBLIC ROADS

RECOMMENDED FOR APPROVAL

CHIEF ENGINEER BUREAU OF PUBLIC ROADS

APPROVED

DIRECTOR - BUREAU OF PUBLIC ROADS

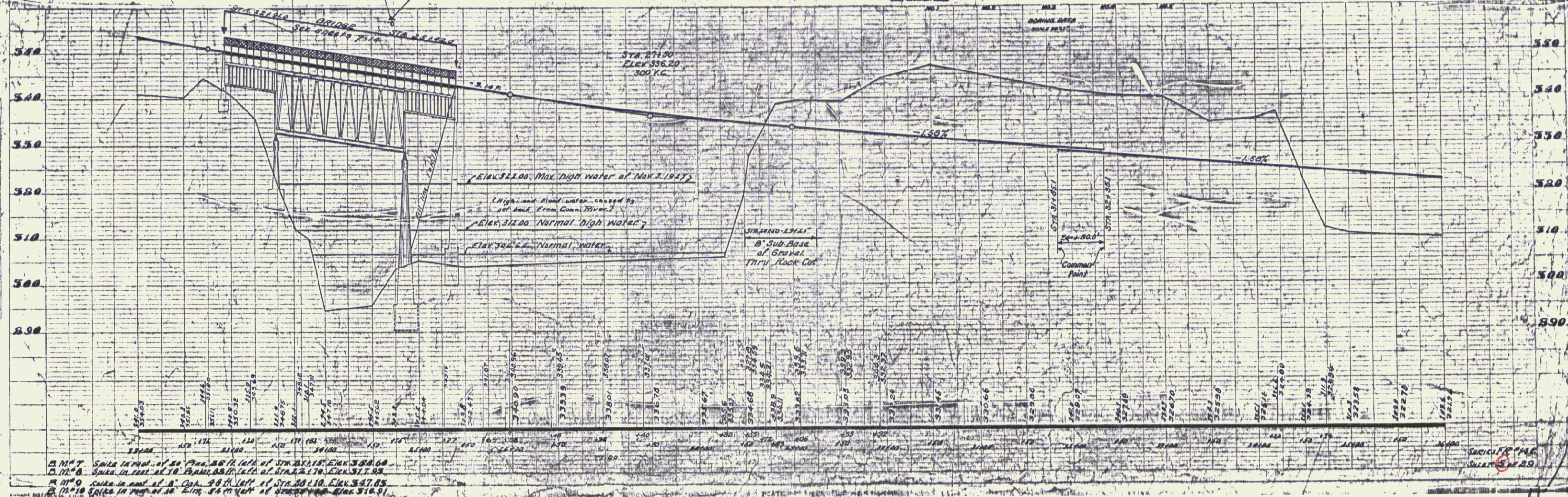
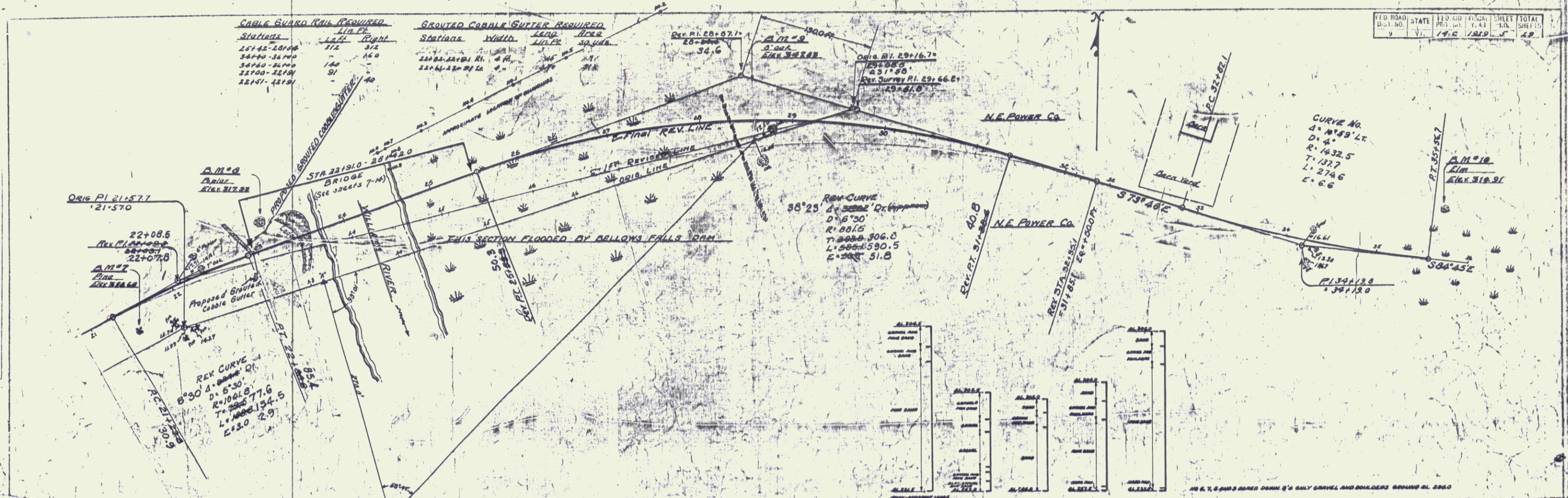
SERIES FR No. 14-C FILED  
SHEET 1 OF 29





PLAN  
 DRAWN BY  
 CHECKED BY  
 DATE

PROFILE  
 DRAWN BY  
 CHECKED BY  
 DATE



P.M.T. Spike in rear of 20' Pin, 20' left of Sta. 22+10, Elev. 324.60  
 P.M.T. Spike in rear of 10' Pin, 20' left of Sta. 22+10, Elev. 317.88  
 P.M.T. Spike in rear of 10' Pin, 20' left of Sta. 20+10, Elev. 317.85  
 P.M.T. Spike in rear of 10' Pin, 20' left of Sta. 20+10, Elev. 312.91

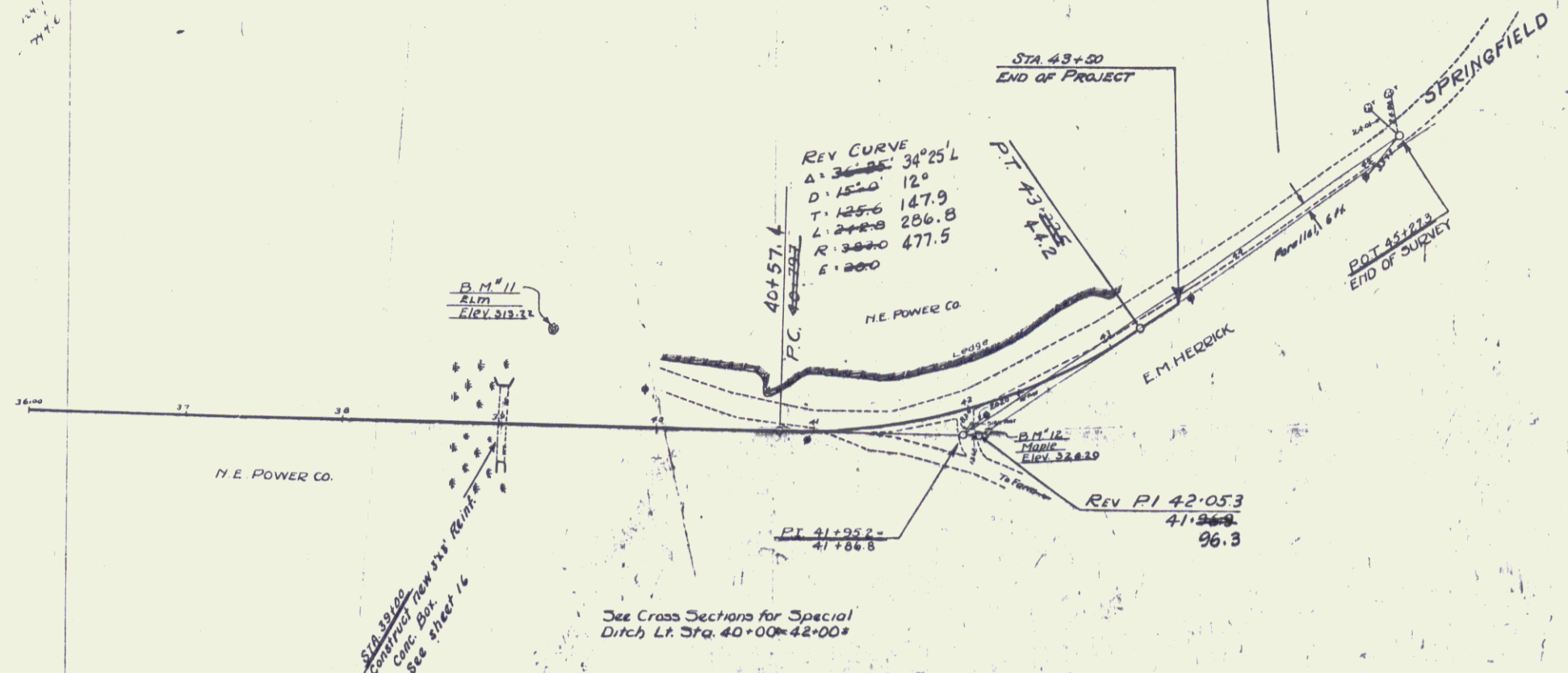
**CABLE GUARD RAIL REQUIRED**

Stations	Left	Right
36100-39112	312	
36100-41104		504

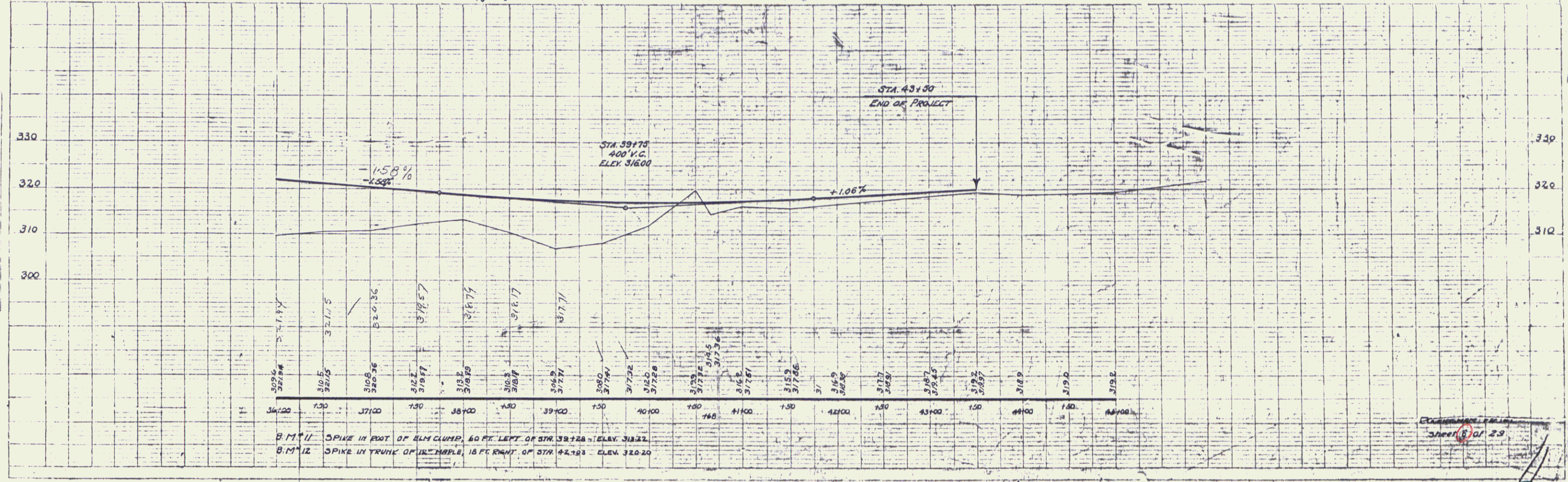
**NEW REIN. CONC. BOX CULVERTS REQUIRED**

Station	Size	Length	Start
39100	5x3	210	1683

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	VT	14-C	1929	6	29



See Cross Sections for Special Ditch Lt. Sta. 40+00-42+00



B.M. 11 SPIKE IN FOOT OF ALM CLUMP, 60 FT. LEFT OF STA. 39175 - ELEV. 313.22  
 B.M. 12 SPIKE IN TRUNK OF IR MAPLE, 18 FT. RIGHT OF STA. 42125 - ELEV. 320.20

PLATE PROFILE  
 SHEET 6 OF 29