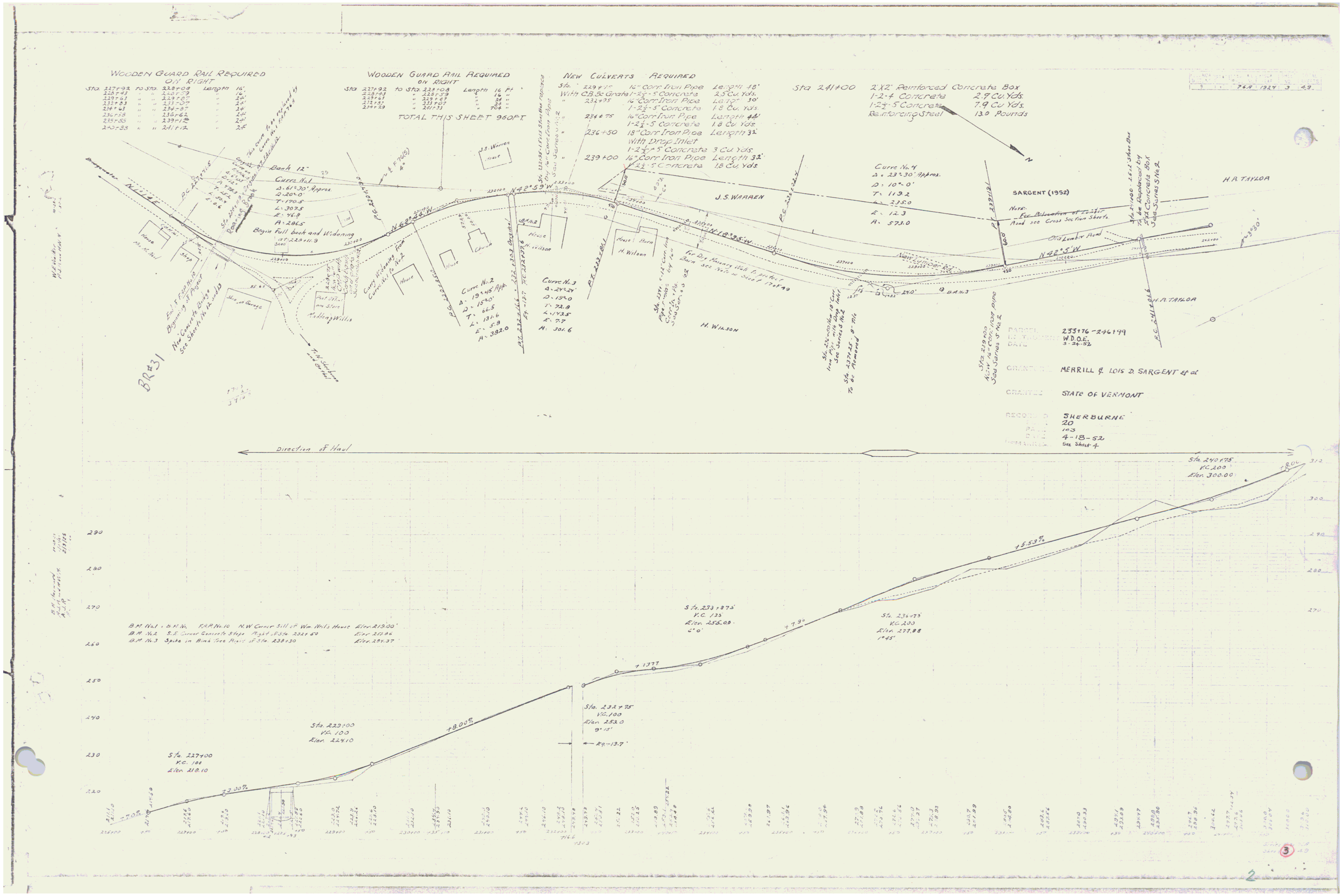
WOODEN GUARD RAIL REQUIRED
ON RIGHT
Sta. 227+92 to Sta. 228+08 Length 16'
228+43 " " 228+59 " 16'
229+63 " " 229+87 " 24'
232+83 " " 233+07 " 24'
234+63 " " 234+87 " 24'
236+38 " " 236+62 " 24'
238+85 " " 239+12 " 24'
240+88 " " 241+12 " 24'
WOODEN GUARD RAIL REQUIRED
ON RIGHT
Sta. 227+92 to Sta. 228+08 Length 16 Ft
228+43 " 228+59 " 16 "
229+63 " 229+87 " 24 "
232+83 " 233+07 " 24 "
234+29 " 241+33 " 704 "
TOTAL THIS SHEET 960 FT.
NEW CULVERTS REQUIRED
Sta. 229+75 16" Corr. Iron Pipe Length 48'
With C.B. & Grate 1-2½-5 Concrete 2.5 Cu. Yds.
" 232+95 16" Corr. Iron Pipe Length 30'
1-2½-5 Concrete 1.8 Cu. Yds.
" 234+75 16" Corr Iron Pipe Length 44'
1-2½-5 Concrete 1.8 Cu. Yds.
" 236+50 18" Corr. Iron Pipe Length 32'
With Drop Inlet
1-2½-5 Concrete 3 Cu. Yds.
" 239+00 16" Corr. Iron Pipe Length 32'
1-2½-5 Concrete 1.8 Cu. Yds.
Sta 241+00 2'X2' Reinforced Concrete Box
1-2-4 Concrete 2.9 Cu. Yds.
1-2½-5 Concrete 7.9 Cu. Yds.
Reinforcing Steel 13.0 Pounds
N
This curve to be replaced by Curve No. 1 F.A.P. 76 A
Bridgewater
Bank 12"
Curve No. 1
Δ 61°30' Approx.
J.S. Warren
House
N 42°59'W
Curve No. 4
Δ = 23°30' Approx.
D = 10°-0'
T = 119.2
L = 235.0
E = 12.3
R = 573.0
J.S. WARREN
SARGENT (1952)
Note:
For Relocation of ... Road see Cross Section Sheets
H.R. TAYLOR
Curve No. 2
Curve No. 3
H. WILSON
N 42°5'W
Old Lumber Road
BR#31
Sta. 239+00 New 16" Corr. Iron Pipe See Series 5 No. 2
PARCEL 233+76 - 246+99
INSTRUMENT W.D.O.E.
DATE 3-24-52
GRANTOR MERRILL & LOIS D. SARGENT Et al
GRANTEE STATE OF VERMONT
RECORDED SHERBURNE
BOOK 20
PAGE 103
DATE 4-18-52
REMARKS See Sheet 4
Direction of Haul
Sta. 240+75
V.C. 200
Elev. 300.00
+8.00%
+5.53%
Sta. 233+875
V.C. 125
Elev. 256.08
+7.9%
Sta. 236+75
V.C. 200
Elev. 277.88
Sta. 232+75
V.C. 100
Elev. 252.0
+8.00%
Sta. 229+00
V.C. 100
Elev. 224.10
Sta. 227+00
V.C. 100
Elev. 218.10
+2.00%
B.M. No. 1 Spike in Birch Tree Right of Sta. 238+30 Elev. 257.37
310
300
290
280
270
260
250
240
230
220
3