

INDEX OF SHEETS

SHEET NO.	TITLE PAGE
1	TITLE PAGE
2	TYPICAL CROSS-SECTION OF IMPROVEMENT DOUBLE TACK COAT OF PIFIED TAR WITH PEA STONE SEAL ITEM 312-A
3-4	QUANTITY SHEETS (ITEMS)
5	QUANTITY SHEET (DRAINAGE)
6-9	EARTHWORK SHEETS
10-20	PLAN & PROFILE SHEETS
21	ROADWAY STANDARD RS-56-1 (BANKING TABLES)
22	ROADWAY STANDARD RS-56-3 (MARKERS)
23	ROADWAY STANDARD RS-56-4 (DRAINAGE)
24	ROADWAY STANDARD RS-56-6 (TYPICAL GRADING & TURNOUTS)
25	ROADWAY STANDARD RS-56-9 (DRILLING AND BLASTING OF SOLID ROCK SUB-GRADE)
26	ROADWAY STANDARD RS-56-11 (THREE GABLE GUARD RAIL WITH STEEL POSTS)
27	ROADWAY STANDARD RS-56-12 (BARRICADES, SIGNS & LIGHTS) ROAD
28	ROADWAY STANDARD RS-56-14 (PRECAST R.C.P. DROP INLETS OR CATCH BASINS)
29-110	CROSS SECTIONS

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

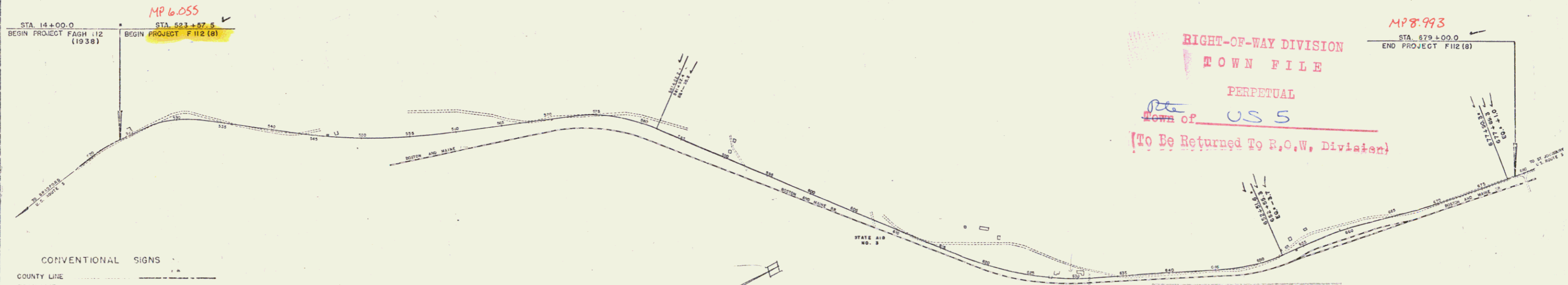
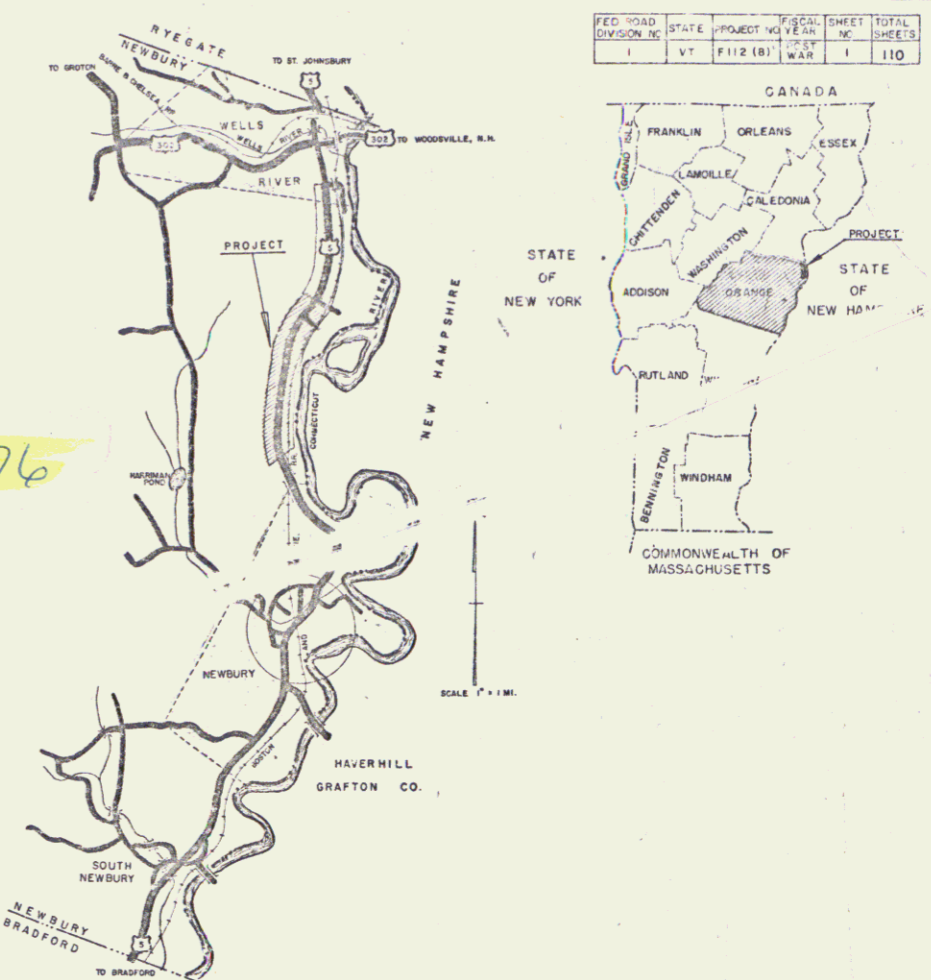
PROPOSED IMPROVEMENT

FEDERAL PROJECT
TOWN OF NEWBURY
COUNTY OF ORANGE
U.S. ROUTE 5
BRADFORD-ST JOHNSBURY ROAD
(COW MEADOW)

Pin # 99R276

PROJECT NAME & NUMBER	TYPE	PAVMENT AREA
NEWBURY F 112 (8)	DBLE. TK. CT. REF. TAR WITH PEA STONE SEAL	37,912 S.Y.
RECORD PLANS		
MATERIALS		
GRAVEL - CONN. RIVER	ACCOMP - NEW ENGLAND METAL PIPE CO.	
CRUSHED GRAVEL - CONN. RIVER	HCP - VERMONT CONCRETE PIPE CORR.	
SAND - LEEFE PIT - BOLTONVILLE & CONN. R.	CGM PLATE PIPE - NEW ENG. METAL PIPE CO.	
ASPHALT - SOCONY - RIVERSIDE, R.I.	GUARD RAIL - AMERICAN STEEL & WIRE CO.	
TAR - KOPPERS - EVERETT, MASS.	GUIDE POSTS -	
CONTRACTOR - LAMBERT CONST. CO.	CONTRACT DATED - JUNE 28, 1956	
RESIDENT ENGINEER - JOHN A. SMYRSKI	CONTRACT STARTED - JULY 16, 1956	
INSPECTORS - ABRONSON	CONTRACT COMPLETED - AUG. 12, 1956	
RECORD PLANS - R. C. HOLMES	CONTRACT ACCEPTED - AUG. 12, 1956	

BEGINNING AT A POINT 6.10 MILES NORTH OF THE BRADFORD-NEWBURY TOWN LINE AND EXTENDING NORTHERLY 15,509.6 FEET.
LENGTH OF PROJECT 15,509.6 FEET + 2.937 MILES



CONVENTIONAL SIGNS

COUNTY LINE	-----
TOWN LINE	-----
STONE WALL	-----
UNFENCED PROPERTY	-----
GUARD RAIL	-----
TRAVELED WAY	-----
RAILROAD	-----
RETAINING WALL	-----
CENTER LINE	-----
SURVEY LINE	-----
CULVERT	-----
DROP INLET	-----
THOLLEY HOLE	-----
POWER POLE	-----
TELEPHONE POLE	-----
TREES	-----
HEAD	-----

CURVE DATA

DEFLECTION OF ANGLE	A
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.
POINT ON SUB-TANGENT	P.O.S.T.

SCALES

TITLE	1" = 500'
TYPICAL	1" = 2'
PLAN	1" = 50'
PROFILE HORIZONTAL	1" = 50'
PROFILE VERTICAL	1" = 10'
CROSS-SECTIONS	1" = 5'

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 PLAN AND THE STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION OF JANUARY, 1956, SUBMITTED TO THE BUREAU OF PUBLIC ROADS FOR APPROVAL ON APRIL 9, 1956, INCLUDING ALL SUBSEQUENT APPROVED REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE SUBMITTED WITH THE PLANS.

APPROVED <i>[Signature]</i> DATE MAY 23, 1956	APPROVED <i>[Signature]</i> DATE MAY 29, 1956	APPROVED <i>[Signature]</i> DATE MAY 25, 1956	APPROVED <i>[Signature]</i> DATE MAY 4, 1956	APPROVED <i>[Signature]</i> DATE JUNE 1, 1956
--	--	--	---	--

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED _____
DISTRICT ENGINEER

PROJECT F NO. 112 (8)
SHEET 1 OF 110 SHEETS

STEARNS R. JERKINS US 5 1

Three Cable Guard Rail With Steel Posts
 Rt 524+12 - 530+36
 Removal of Present Guard Rail Lt 530+0 - 531+0
 529+50 - 530+88
 Guide Posts (Steel) Lt 522+90 - 522+50
 526+50

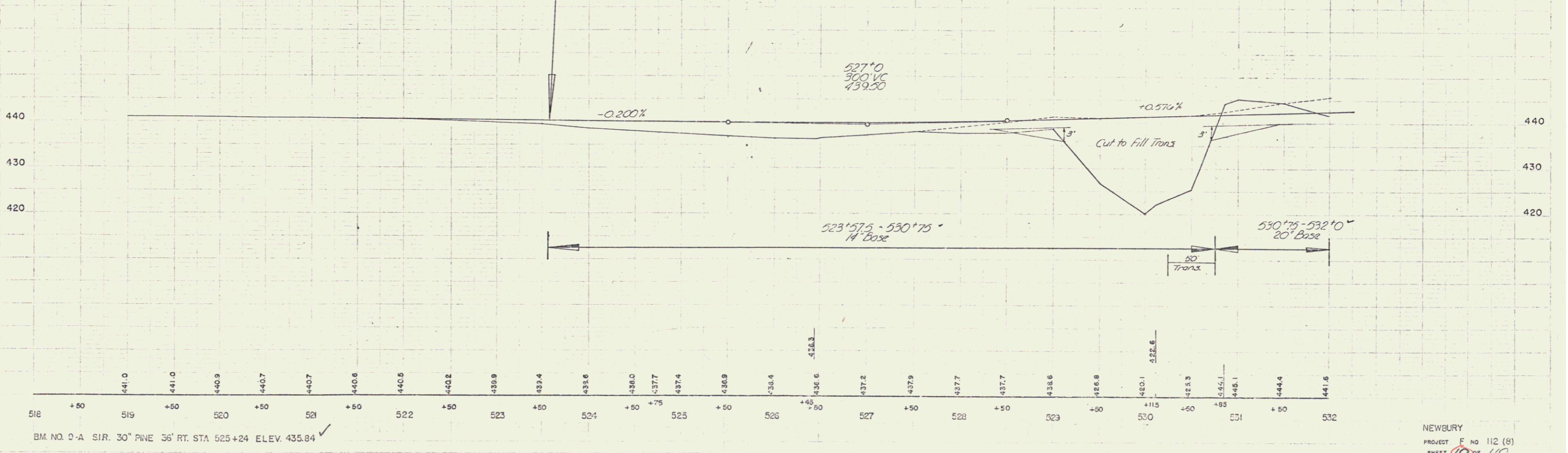
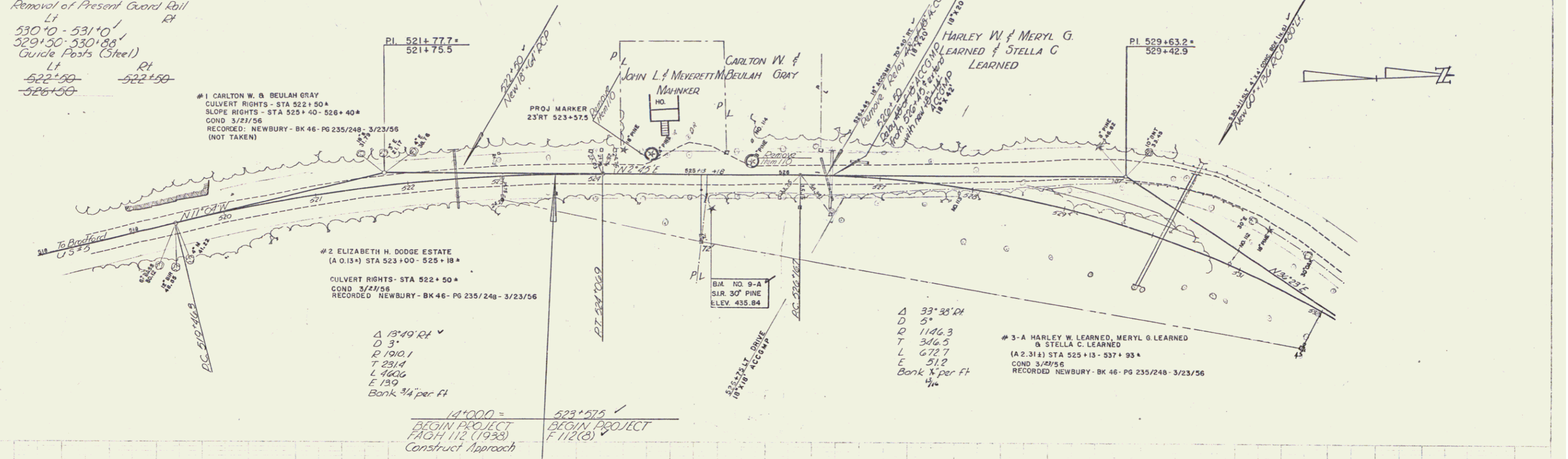
Plank Guard Rail 528+0 Lt 24'
 530+0 Lt 24'

STEEL GUIDE POSTS 530+05 Lt

Construct Drive 525+0 Lt
 +15
 526+75 Lt

Turnout 528+75 - 530+25 Lt
 528+50 - 529+75 Lt

Removal of Present Road Surface Near 116
 527+60 - 532+00 Lt

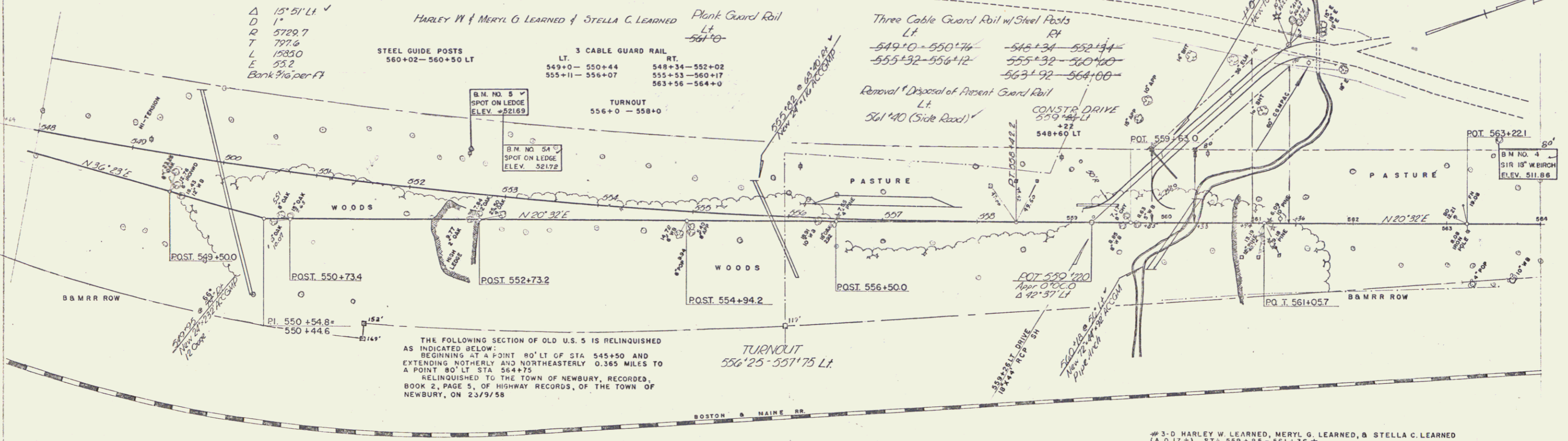


1944
 11/58
 SPAULDING
 MILLER

1944
 11/58
 SPAULDING
 JONES

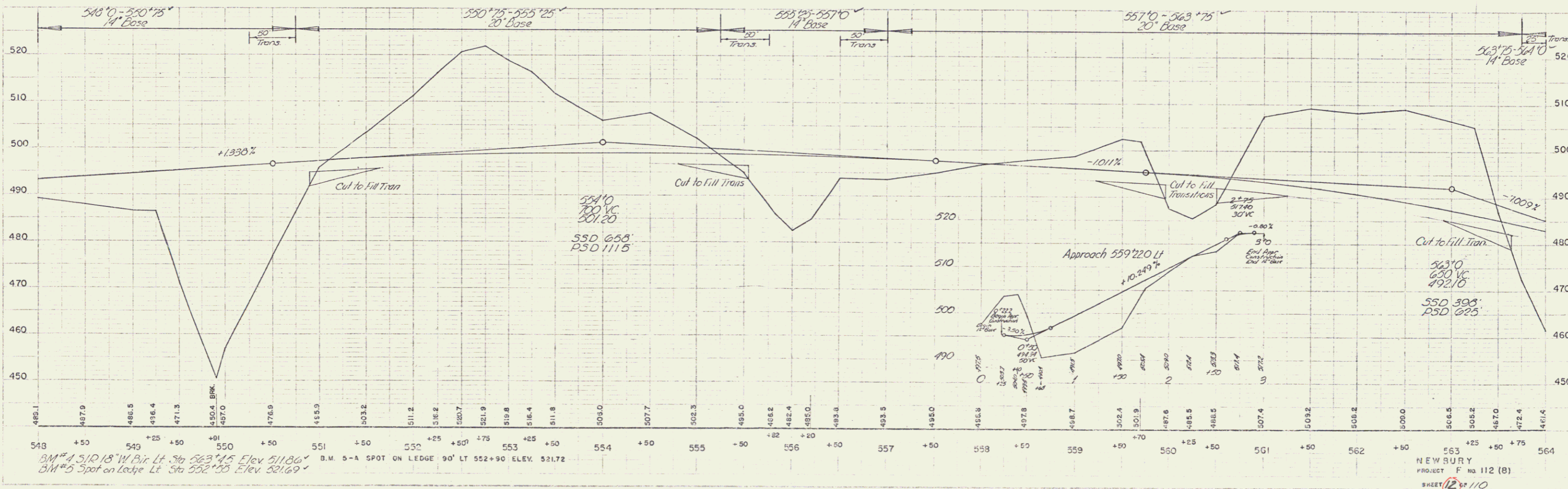
NEWBURY
 PROJECT F NO 112 (8)
 SHEET 10 OF 110

Removal of Present Road Surface Item 118
549+00-565+75 Lt



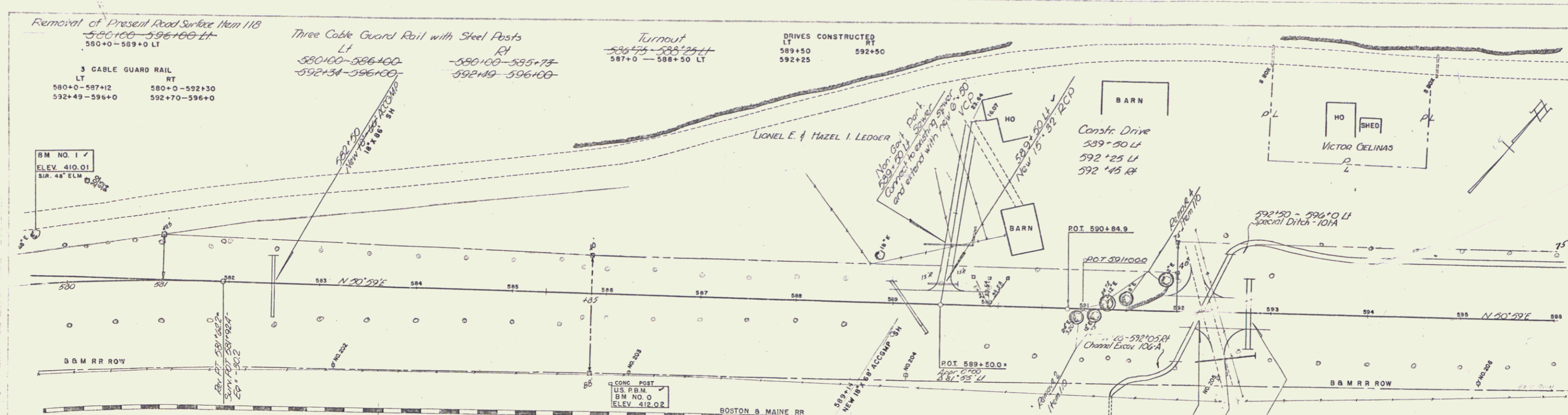
THE FOLLOWING SECTION OF OLD U.S. 5 IS RELINQUISHED AS INDICATED BELOW:
 BEGINNING AT A POINT 80' LT OF STA 545+50 AND EXTENDING NORTHERLY AND NORTHEASTERLY 0.365 MILES TO A POINT 80' LT STA 564+75
 RELINQUISHED TO THE TOWN OF NEWBURY, RECORDED, BOOK 2, PAGE 5, OF HIGHWAY RECORDS, OF THE TOWN OF NEWBURY, ON 2/3/58

3-D HARLEY W. LEARNED, MERYL G. LEARNED, & STELLA C. LEARNED
 (A 0172) STA 559+85-561+36 ±
 C.O.D. 3/23/58
 RECORDED NEWBURY - BK 46 - PG 235/248 - 3/23/58



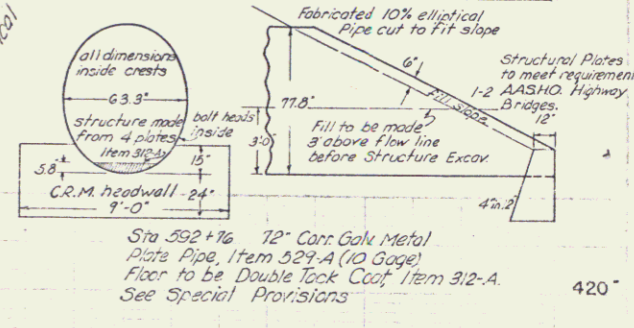
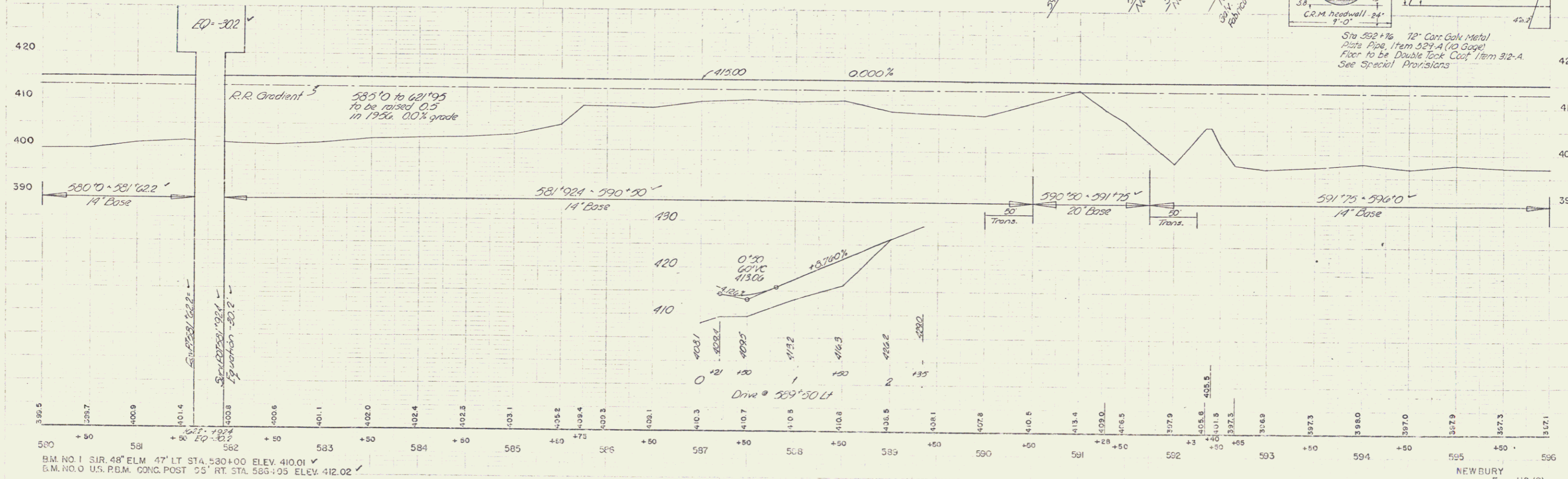
B.M. # 1 3/4" 18" W. Birch Lt. Sta 563+45 Elev 511.86
 B.M. # 5 Spot on Ledge Lt. Sta 552+55 Elev 521.69

NEWBURY
 PROJECT F NO 112 (8)
 SHEET 12 OF 110



THE FOLLOWING SECTION OF U.S. RT. 5 IS RELINQUISHED AS INDICATED BELOW:
 BEGINNING 70' LT STA 580+0 AND EXTENDING NORTHEASTERLY 0.54 MILES TO A POINT 66' LT STA 608+0
 RELINQUISHED TO THE TOWN OF NEWBURY, RECORDED BOOK 2, PAGE 5, OF HIGHWAY RECORDS, OF THE TOWN OF NEWBURY ON THE 23rd DAY OF SEPT 1958

#4-A LIONEL E. & HAZEL I. LEDGER (A.5.44) STA 585+85 - 602+65
 SLOPE RIGHTS - STA 590+00 - 592+00
 APPROACH ROAD - STA 589+50
 CULVERT RIGHTS - STA 592+26+
 CHANNEL CHANGE - STA 592+50 - 602+30+
 COND 3/27/58
 RECORDED - NEWBURY - BK 46 - PG 235/248 - 3/23/58



BM. NO. 1 S.R. 48' ELM. 47' LT STA. 530+00 ELEV. 410.01 ✓
 B.M. NO. 0 U.S. P.B.M. CONC. POST 25' RT. STA. 586+05 ELEV. 412.02 ✓

NEWBURY
 PROJECT NO 112 (8)
 SHEET 14 OF 110

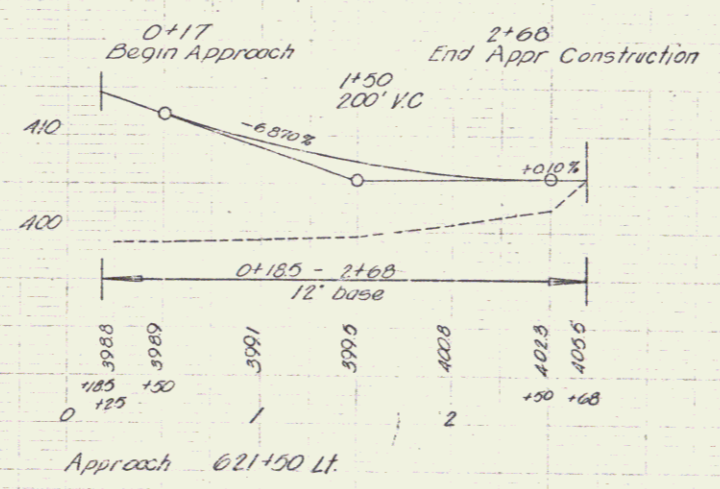
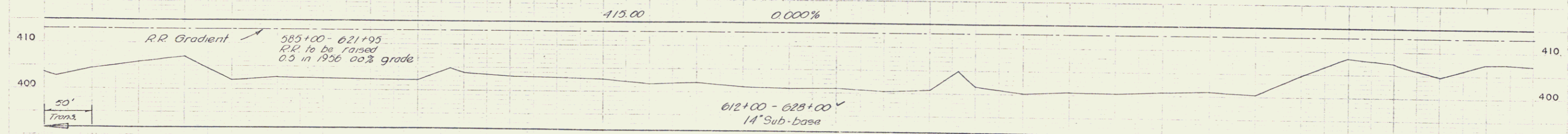
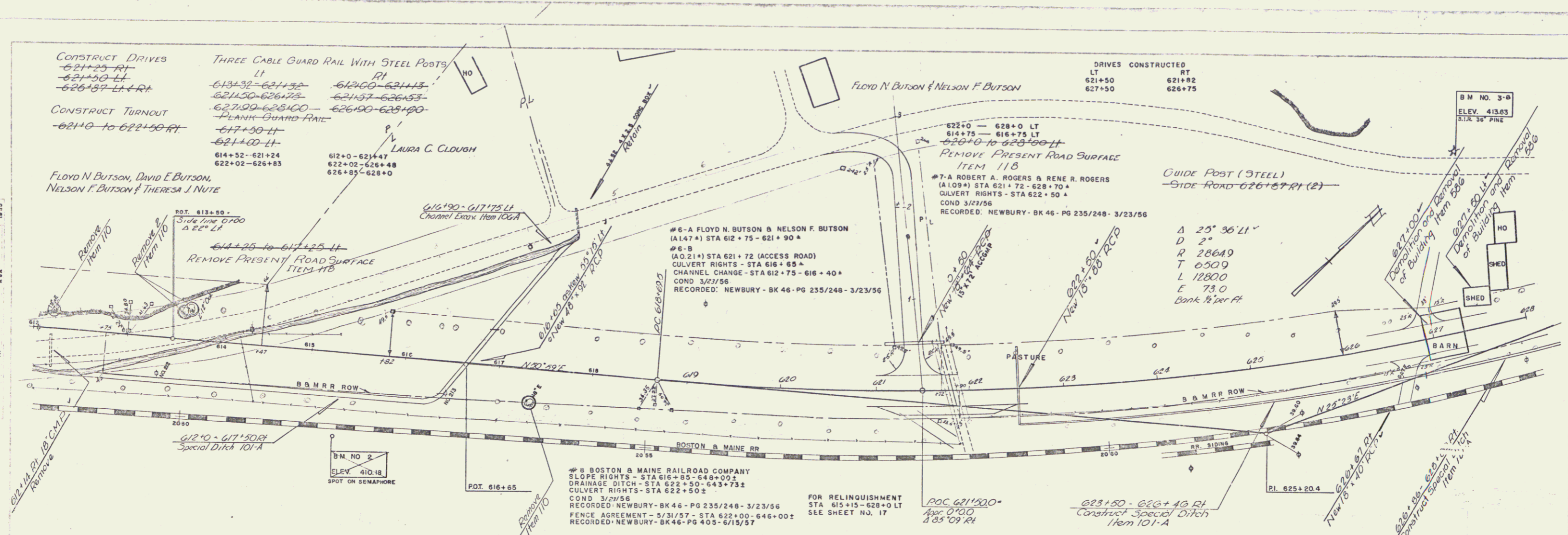
6

CONSTRUCT DRIVES
 614+25 RT
 621+50 LT
 626+57 LT+RT

THREE CABLE GUARD RAIL WITH STEEL POSTS
 LT RT
 613+37-621+52 612+00-621+43
 621+50-626+73 621+57-626+53
 627+00-628+00 626+90-628+90
 PLANK GUARD RAIL
 617+50 LT
 621+00 LT
 614+52-621+24 612+0-621+47
 622+02-626+85 622+02-626+48
 626+85-628+0

DRIVES CONSTRUCTED
 LT RT
 621+50 621+82
 627+50 626+75

FLOYD N. BUTSON, DAVID E. BUTSON,
 NELSON F. BUTSON & THERESA J. NUTE



403.5	404.6	405.9	407.0	408.0	408.8	409.5	410.0	410.2	410.0	409.5	408.8	407.0	405.9	404.6	403.5
612	+50	613	+50	614	+50	615	+50	616	+50	617	+50	618	+50	619	+50
403.5	404.6	405.9	407.0	408.0	408.8	409.5	410.0	410.2	410.0	409.5	408.8	407.0	405.9	404.6	403.5
612	+50	613	+50	614	+50	615	+50	616	+50	617	+50	618	+50	619	+50

BM NO. 2 - SPOT ON CONC. FND. RR SEMAPHORE - 90' RT - STA 615+30 - ELEV. 410.18 -
 BM NO. 3 - 36" PINE 180' LT - STA 627+50 - ELEV. 413.63

NEW BURY
 PROJECT F NO 112 (8)
 SHEET 110

Construct Drives
631+78 RT. 6 LT

Construct Turnout
629+29 - 631+25 LT
633+25 - 641+25 RT
633+50 - 641+0 RT

Three Cable Guard Rail w/ Steel Posts.
LT
628+00 - 629+75
RT
628+00 - 630+49
641+25 - 644+00

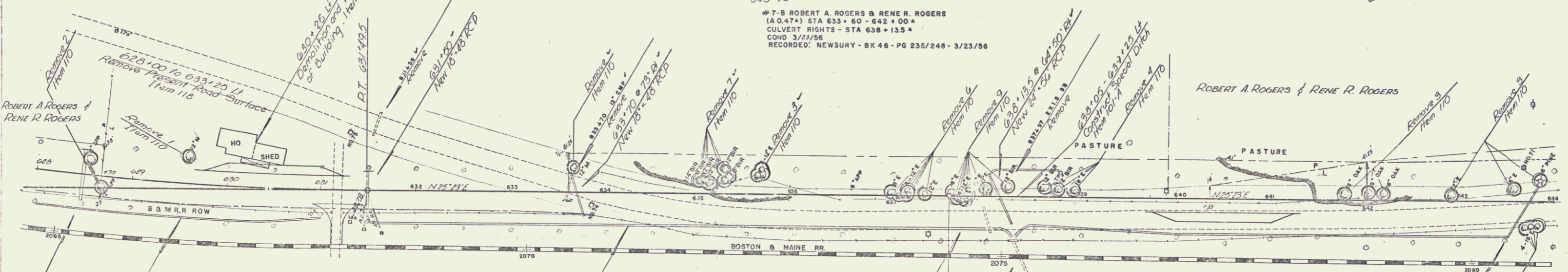
Plank Guard Rail
633+0 LT

Steel Guide Posts
LT
631+50
633+50
638+25
643+75

RT
631+50
633+50
633+35

REMOVAL OF PRESENT ROAD SURFACE
628+0 - 633+0 LT

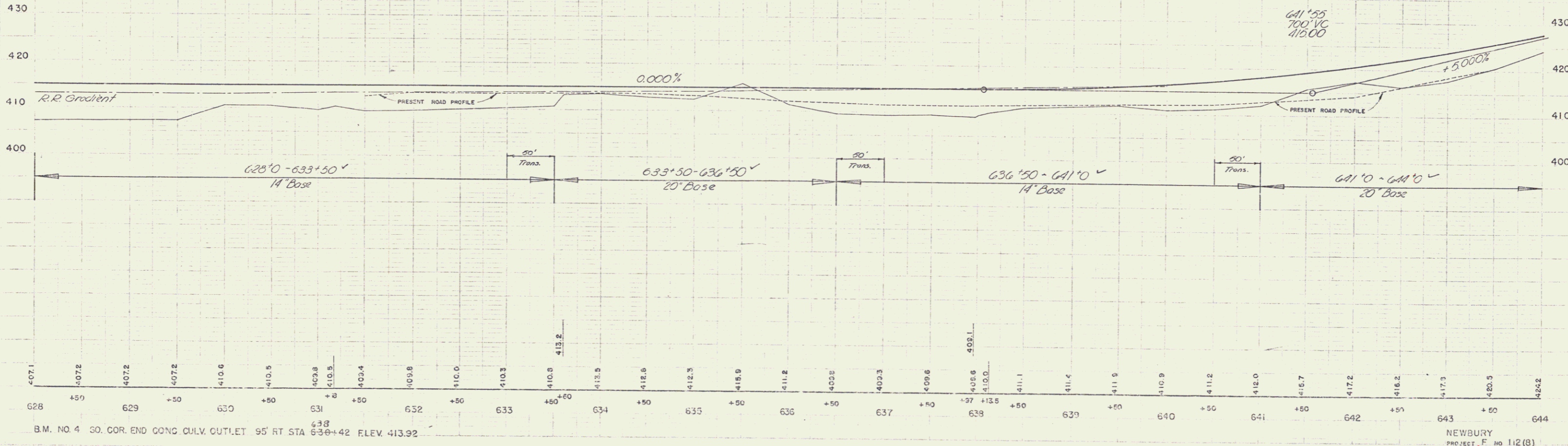
#7-B ROBERT A. ROGERS & RENE R. ROGERS
(A 0.47) STA 633+60 - 642+00
CULVERT RIGHTS - STA 638+13.5
COND 3/23/56
RECORDED: NEWBURY - BK 46 - PG 235/248 - 3/23/56



THE FOLLOWING SECTION OF OLD U.S. RTE. 5 IS RELINQUISHED AS INDICATED BELOW:
BEGINNING AT A POINT 60' LT STA 615+15 AND EXTENDING NORTHERLY 0.313 MILES TO A POINT 60' LT STA 632+0
RELINQUISHED TO THE TOWN OF NEWBURY, RECORDED BOOK 2, PAGE 5, OF HIGHWAY RECORDS OF THE TOWN OF NEWBURY 23/9/58

#10 WALTER E. & INEZ F. JOCK
(A 1.00) STA 628+68 - 634+00
W.C. 4/28/54
RECORDED: NEWBURY - BK 46 - PG 1 - 4/28/54

#8-C BOSTON & MAINE RAILROAD COMPANY
(A 1.36) STA 640+35 - 652+30
CULVERT RIGHTS - STA 631+50
638+13.5
643+75
COND 3/23/56
RECORDED: NEWBURY - BK 46 - PG 235/248 - 3/23/56



B.M. NO. 4 SO. COR. END CONC. CULV. OUTLET 95' RT STA 638+42 ELEV. 413.92

NEWBURY
PROJECT NO 112 (B)
SHEET 170 110

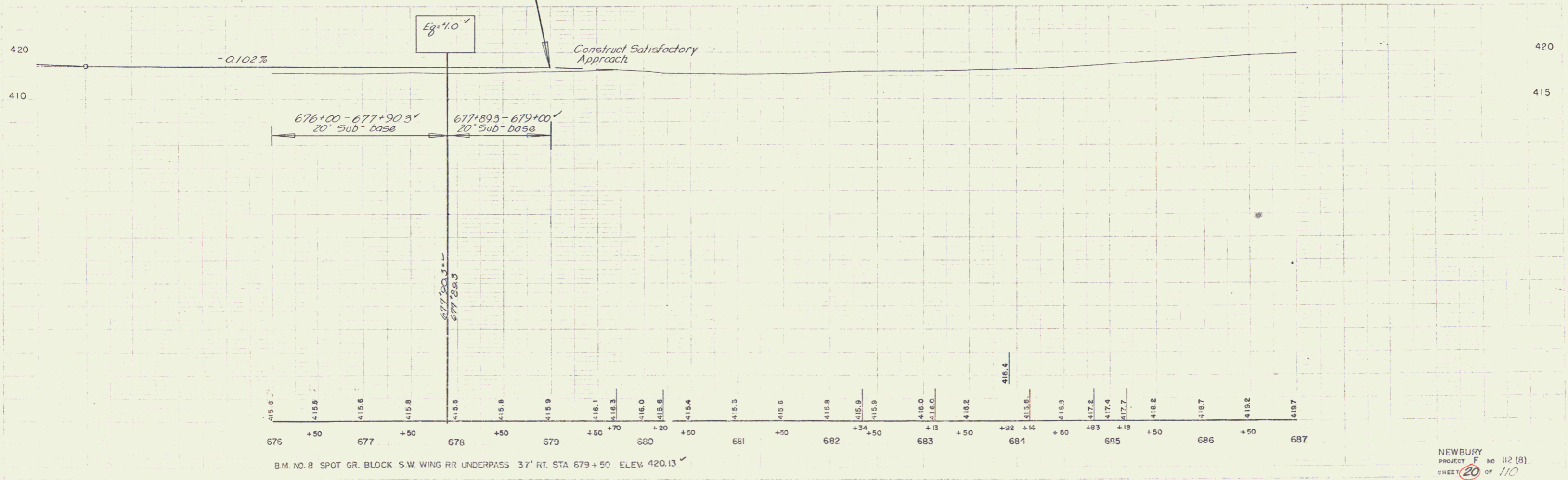
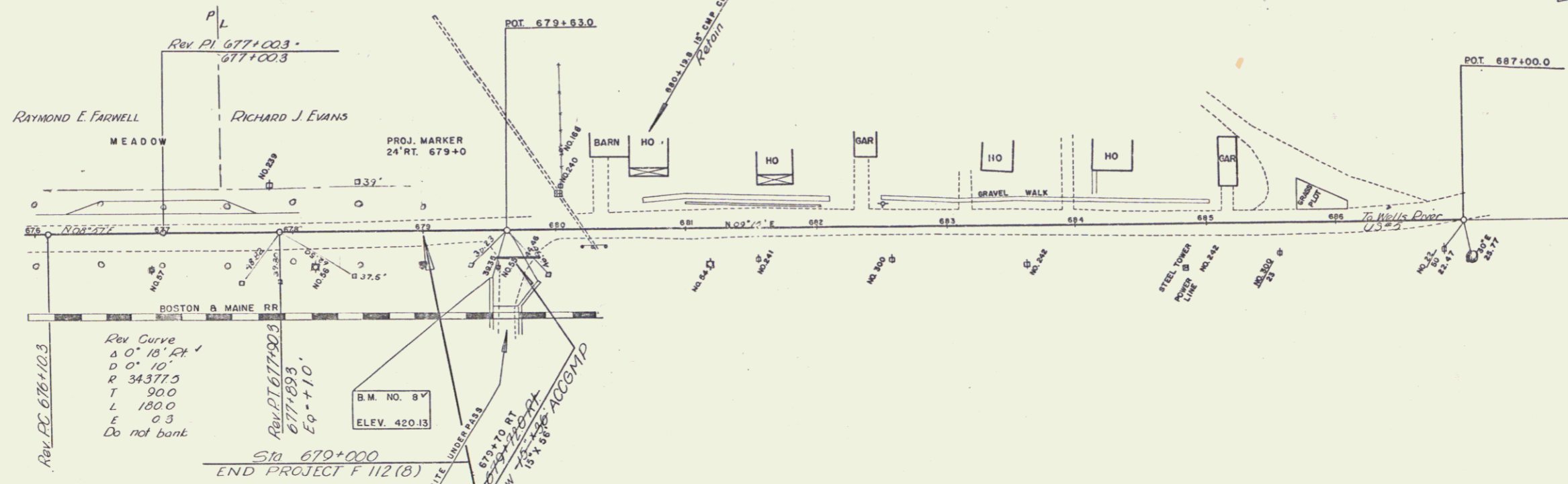
Turnout
 LT 676+25 - 677+75
 RT 676+0 - 678+0

DRIVES CONSTRUCTED
 LT 679+50
 RT

3 CABLE GUARD RAIL
 LT 676+0 - 676+39

1944
 SPALLING
 A.J.A.
 1955

1944
 SPALLING
 A.J.A.
 1955



NEWBURY
 PROJECT F NO 112 (B)
 SHEET 20 OF 110