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FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	VT.	77H	1930	1	18

STATE OF VERMONT
STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY

FEDERAL AID PROJECT

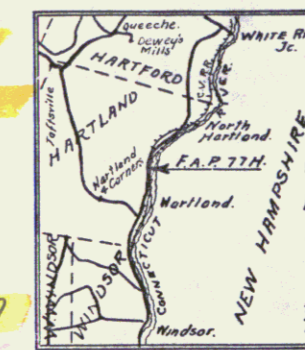
TOWN OF HARTLAND

CONNECTICUT RIVER ROAD

BETWEEN STATIONS 416+00 AND 423+00 OF F.A.P. 77G.
OVER-PASS OVER CENTRAL VERMONT RAIL-ROAD

LENGTH OF OVER-PASS 159 FT.=0.030 MILES.
LENGTH OF APPROACHES 544 FT.=0.103 MILES.
TOTAL LENGTH 703 FT.=0.133 MILES.

SCALES
PLAN 1/4"=20 FT.
PROFILE VERTICAL 1/4"=20 FT.
HORIZONTAL 1/4"=20 FT.
SECTIONS 1/4"=5 FT.



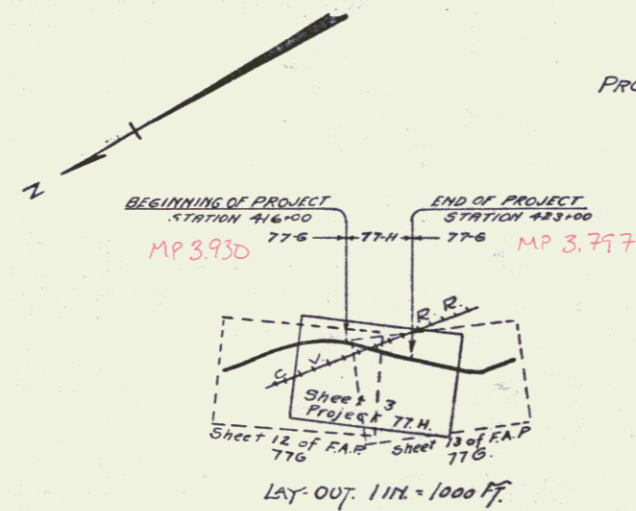
Scale 1/4"=4 Miles.

(To Be Returned to B.O.W. Division)
TOWN OF Hartland
PERMITAL
OWN FILE
RIGHT-OF-WAY DIVISION
MP 3.907

Route: 455

Project: F77H

Pin# 99R327



This project to be constructed in accordance with Standard Road and Bridge Specifications for 1930.

These plans are subject to such revisions as may be required by the Bureau of Public Roads or the Commissioner of Highways

APPROVED: APRIL 5, 1930

A. E. Sargent
COMMISSIONER OF HIGHWAYS

SUBMITTED BY ORDER OF THE STATE HIGHWAY BOARD

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
- GRADE ELEVATION

CURVE DATA

- DEFLECTION ANGLE
- DEGREE OF CURVE
- RADIUS OF CURVE
- TANGENT DISTANCE
- LENGTH OF CURVE
- EXTERNAL DISTANCE
- POINT OF INTERSECTION
- POINT OF CURVE
- POINT OF TANGENT
- POINT ON TANGENT

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

SERIES F. NO. 77H, FILED
SHEET 1 OF 18

DIST. # 4 PLANS

CABLE GUARD RAIL REQUIRED

Sta. to	Sta. Left	Right
416+00	417+07	107
417+12	417+60	—
419+44	423+00	356
419+17	419+65	—

DETM. CONC. PIPE CULVERTS REQUIRED

Sta.	Dist. Long	Conc. A	Conc. B	Conc. C
420+00	15'	EDR	14cy	12cy 116#

CONC. CURB AND GUTTER REQUIRED

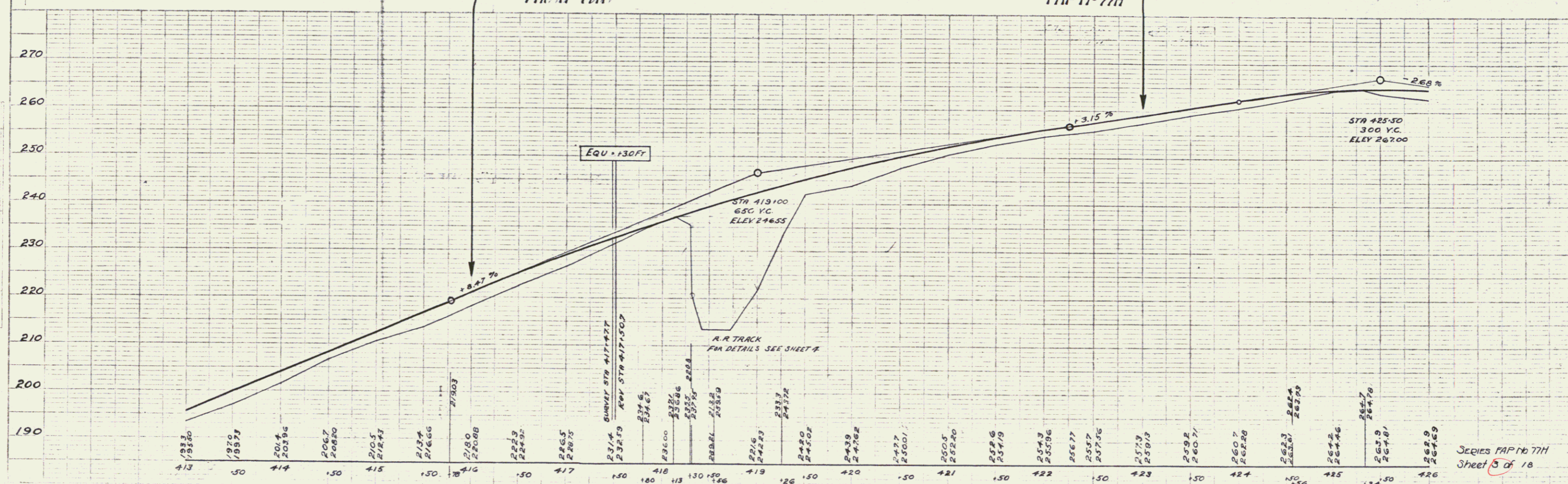
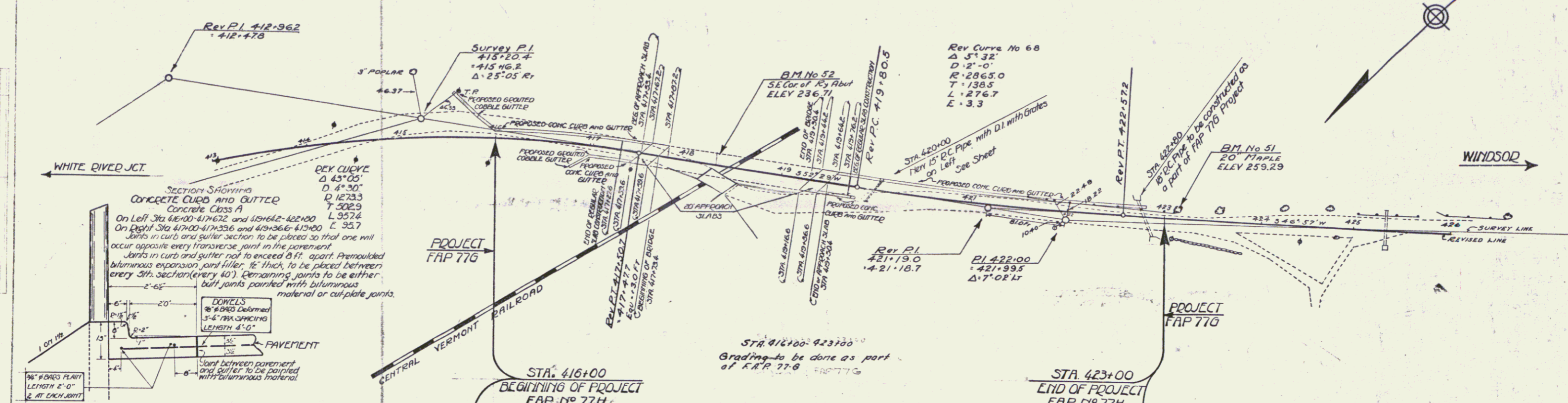
Sta. to	Sta.	Left	Long	Conc. A	Steel
416+00	417+02	—	—	1356	167.84'
417+00	417+336	—	—	1356	167.84'
419+366	419+80	—	—	434	42.8cy 1344'
419+642	422+80	—	—	3158	—

GRADED COBBLE GUTTER REQUIRED

Sta.	Left	Right	Area
416+00	(run-off)	L	40'
417+00	(run-off)	R	40'
419+44	—	—	27 sq. yd.
419+17	—	—	11 sq. yd.

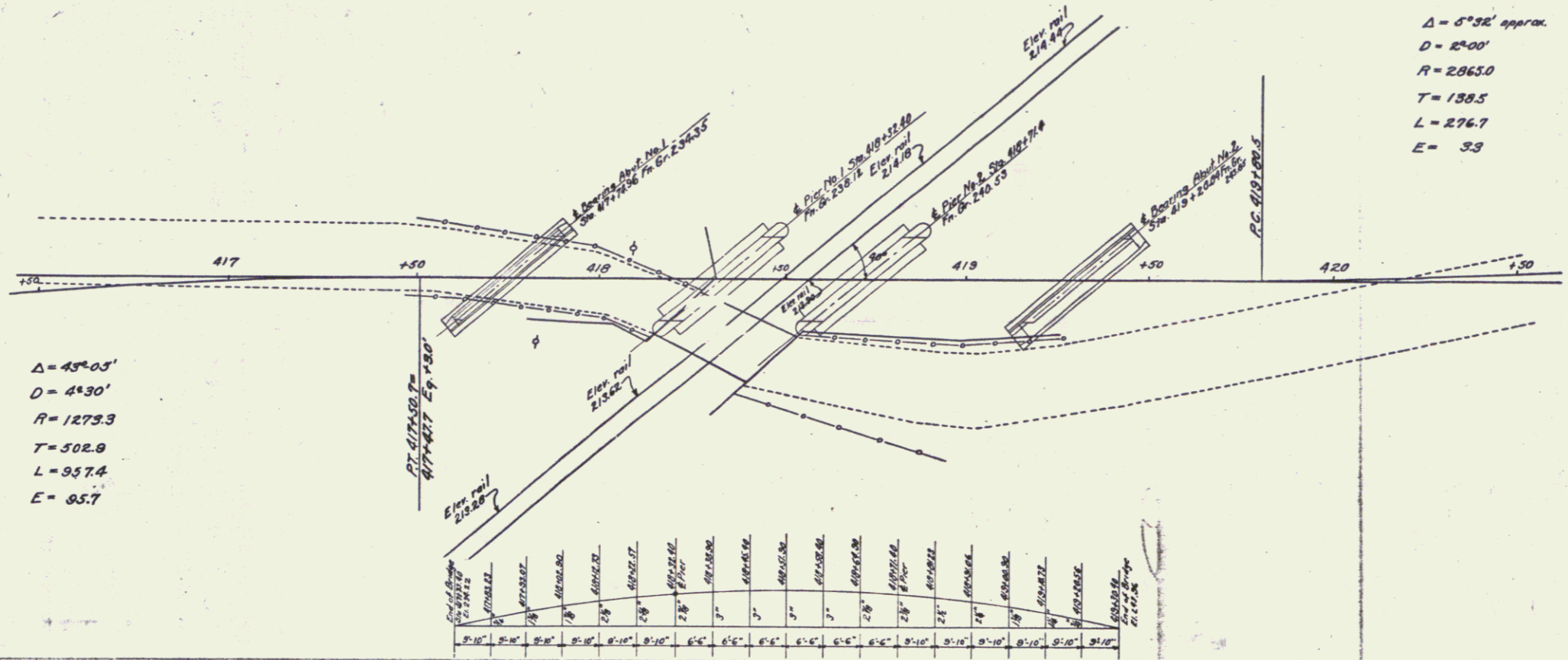
DIFFER AT APPROACH SLABS L&R 30" 14 sq. yd.

STATE ROAD DISTRICT SHEET TOTAL
VI. 77H 1930 3 18



BM No 52 S.E. Cor of Ry Abut Elev 236.71
BM No 51 Spike in trunk of 20" Maple 6 Ft Left of Sta 423+11 Elev 259.29

Series FAP No 77H
Sheet 5 of 18

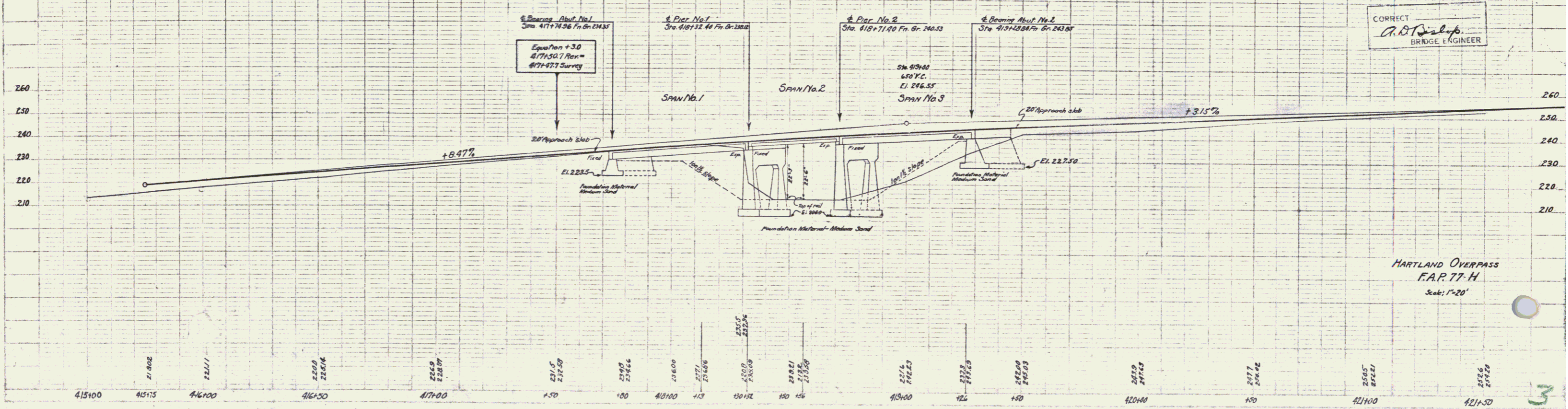


$\Delta = 5^{\circ}32'$ approx.
 $D = 2^{\circ}00'$
 $R = 2865.0$
 $T = 139.5$
 $L = 276.7$
 $E = 3.9$

$\Delta = 4^{\circ}05'$
 $D = 4^{\circ}30'$
 $R = 1273.3$
 $T = 502.9$
 $L = 937.4$
 $E = 85.7$

Station	Grade	Station	Grade	Station	Grade	Station	Grade
417+00	21.50	417+10	21.50	417+20	21.50	417+30	21.50
417+40	21.50	417+50	21.50	417+60	21.50	417+70	21.50
417+80	21.50	417+90	21.50	418+00	21.50	418+10	21.50
418+20	21.50	418+30	21.50	418+40	21.50	418+50	21.50
418+60	21.50	418+70	21.50	418+80	21.50	418+90	21.50
419+00	21.50	419+10	21.50	419+20	21.50	419+30	21.50
419+40	21.50	419+50	21.50	419+60	21.50	419+70	21.50
419+80	21.50	419+90	21.50	420+00	21.50	420+10	21.50

ACTUAL GRADES ALONG C OF FLOOR AND DISTANCES ABOVE STRAIGHT LINE CONNECTING EXTREME ENDS OF FLOOR ON E.
 PROVIDE CAMBER TO TAKE CARE OF SETTLEMENT OF FALSEWORK ONLY.



CORRECT
 G.B. [Signature]
 BRIDGE ENGINEER

HARTLAND OVERPASS
 F.A.R. 77-H
 Scale: 1"=20'

415+00 415+15 416+00 416+20 417+00 417+50 418+00 418+10 418+20 418+30 418+40 418+50 418+60 418+70 418+80 418+90 419+00 419+10 419+20 419+30 419+40 419+50 419+60 419+70 419+80 419+90 420+00 420+10 420+20 420+30 420+40 420+50 420+60 420+70 420+80 420+90