

FED. ROAD DIST. NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
9	VT.	77-J	1936	1	33

INDEX OF SHEETS

SHEET NO. 1 TITLE PAGE

2 TYPICAL CROSS-SECTION OF IMPROVEMENT

3 Details of construction Banking & widening Cables.

4-7 Layouts

8 Series S 30 Cable Guard Rail

9 S 28 Pipe Culverts

10 S 18 No 28-79 Use 70' Span 60° Skew (Span 1+3 Use C&B 3 1/2" 20" or equiv.)

11 S 8 No 60 Blast Plate

12 - - - Piers

13 - - - Abutments

14 S B No 59 Cable Rail

15 S B No 20 Typical Details (details S103, S105, S108, S109, S111, S112, Gen. Notes)

16 S B No 21 Typical Details (details S114 (Modify A Bars 16 22' 2" 19) S116)

17 S B 11 Barricades, Lights, etc.

18-33 Cross Sections

Standard Structures Sheet Series S No 30, approved by the Chief Engineer on August 15, 1933.

Standard Structure Sheet Series S No 28, approved by the Chief Engineer on July 11, 1933.

**STATE OF VERMONT
STATE HIGHWAY DEPARTMENT**

**PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY
TOWN OF HARTLAND
HARTLAND OVERPASS**

U. S. WORKS PROGRAM GRADE CROSSING PROJECT NO. WPGH 77-J

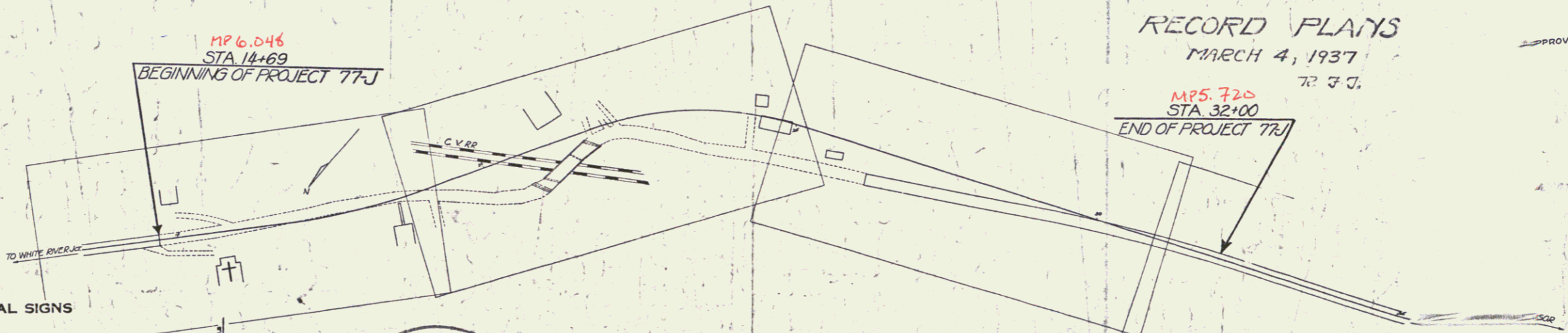
Route: US5
Project: WPGH 77-J
Pin# 99R330

BEGINNING 1.4 MILES SOUTH OF THE HARTLAND
HARTFORD TOWN LINE AND EXTENDING SOUTHERLY
1738.3 FEET = 0.329 MILES



LENGTH OF BRIDGE	222.0 FEET = 0.042 MILES
LENGTH OF APPROACHES	935.3 FEET = 0.177 MILES
LENGTH OF ROADWAY	581.0 FEET = 0.110 MILES
LENGTH OF PROJECT	1738.3 FEET = 0.329 MILES

(To Be Returned to H.O.M. Division)
 U.S. DISTRICT COURT
 PERMANENT
 TOWN OF HARTLAND
 RIGHT-OF-WAY DIVISION



RECORD PLAYS
MARCH 4, 1937
R. F. J.

APPROVED
I.C.B. Pres. Control Vermont
APPROVED
COMMISSIONER
SUBMITTED BY ORDER OF THE

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	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.

SCALES

Title	1" = 100'
Typical	1" = 2'
Plan	1" = 20'
Profile	1" = 20'
Cross Sections	1" = 5'

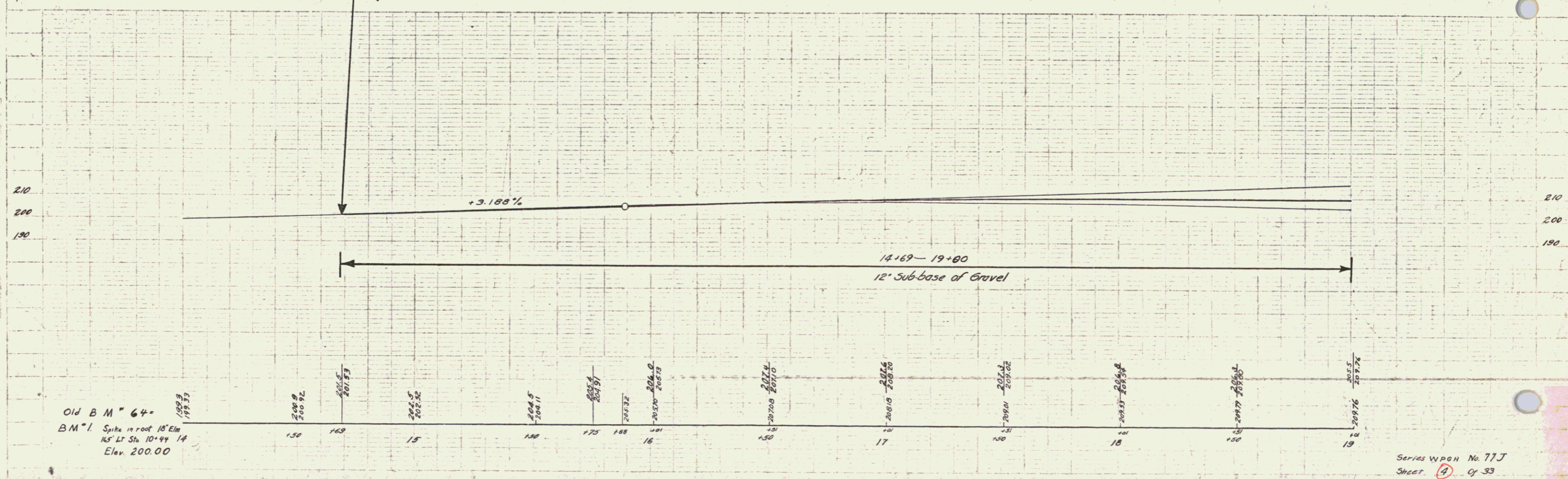
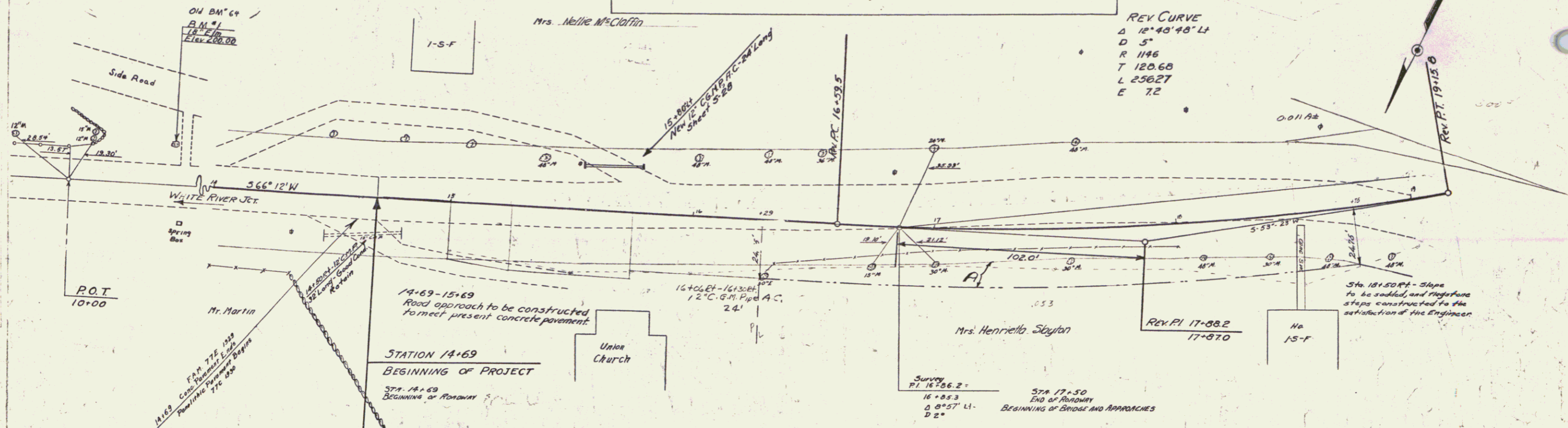
These plans are subject to such revisions as may be required by the Bureau of Public Roads and the Commissioner of Highways. Construction is to be carried on in accordance with the plans and standard road and bridge specifications of 1930, all subsequent approved revisions, the National Recovery Act special provisions, and such revised specifications and special provisions as are submitted with the plans.

11136

RECOMMENDED
DISTRICT ENGINEER
RECOMMENDED FOR APPROVAL
CHIEF ENGINEER
APPROVED
LECTOR-BUREAU
SERIES WPGH
SHEET

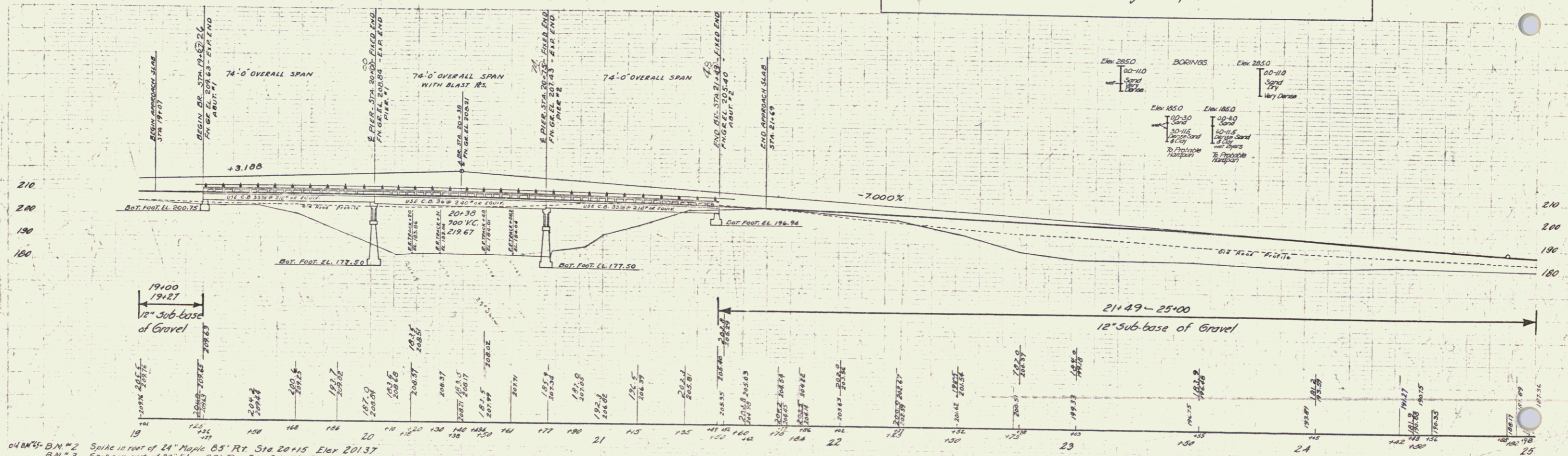
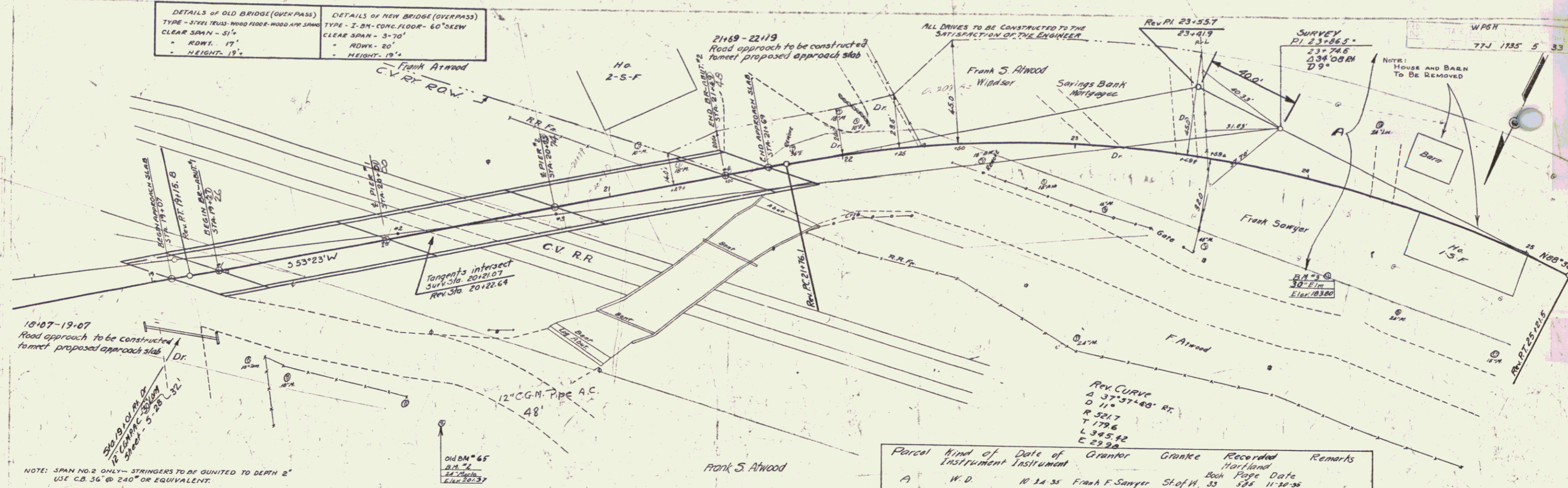
Parcel	Kind of Instrument	Date of Grant	Grantee	Recorded	Remarks
A	C.C.D.	10-25-35	Henrietta Clayton Slaf H. JA	385	11-30-35

WASH
77J 1955 4 93



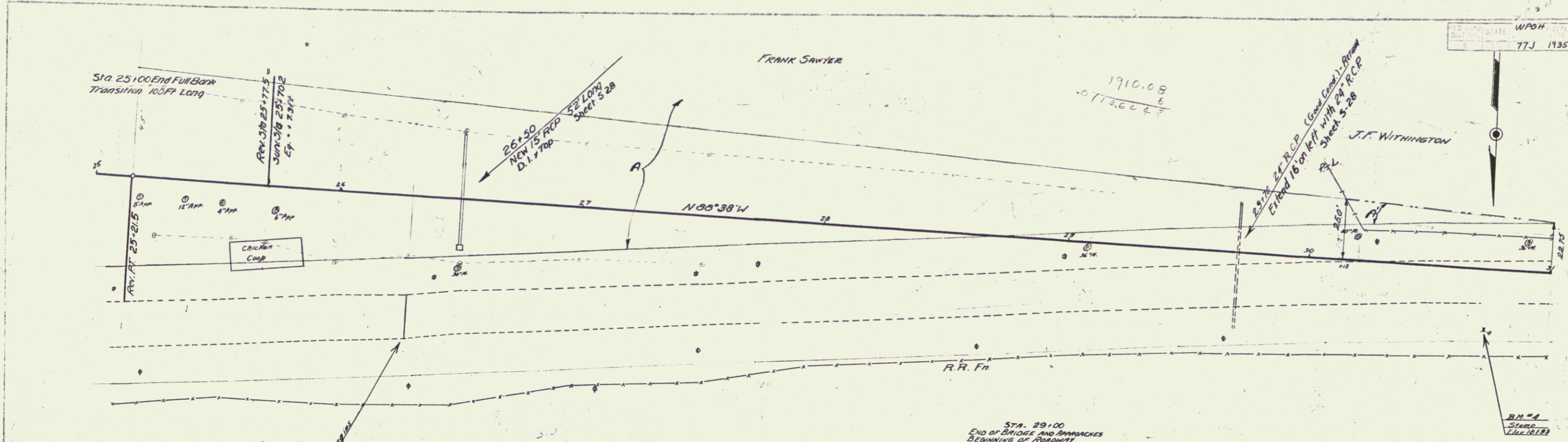
Series WPOH No. 77J
Sheet 4 of 33

DETAILS OF OLD BRIDGE (OVERPASS)	DETAILS OF NEW BRIDGE (OVERPASS)
TYPE - STEEL TRUSS-WOOD FLOOR-WOOD AND SAND	TYPE - I-BM-CONC FLOOR-60° SKEW
CLEAR SPAN - 51'	CLEAR SPAN - 3-70'
RDWY - 19'	RDWY - 20'
HEIGHT - 19'	HEIGHT - 19'

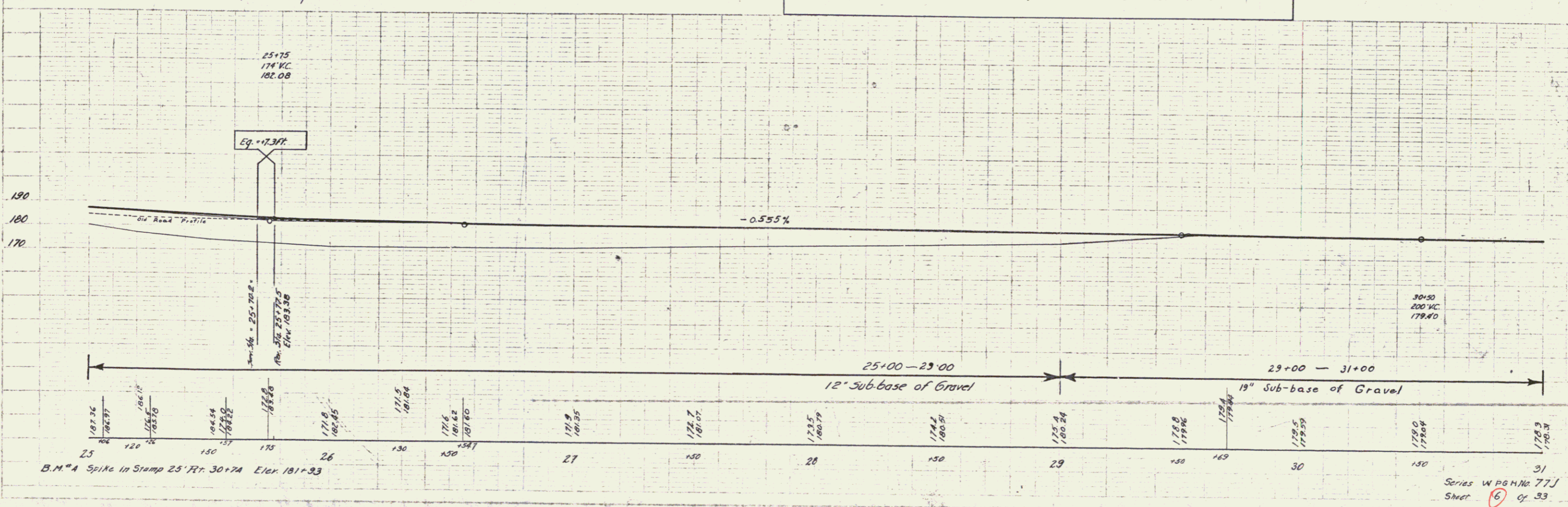


04845-B.M. #2 Spike in foot of 24" Manic 65' Rt. Sta 20115 Elev 201.37
 B.M. #3 Spike in foot of 30" Lim 32' Rt. Sta 20192 Elev 183.80

Series W.P.S.H. No 77J
 Sheet 5 of 33



Parcel	Kind of Instrument	Date of Grant	Grantor	Grantee	Recorded	Remarks
A	W.D.	10-24-35	Frank F. Sawyer	Shelby	33 385	11-20-35
A'	G.C.D.	11-8-35	J.F. Worthington et al.	-	34 366	11-20-35

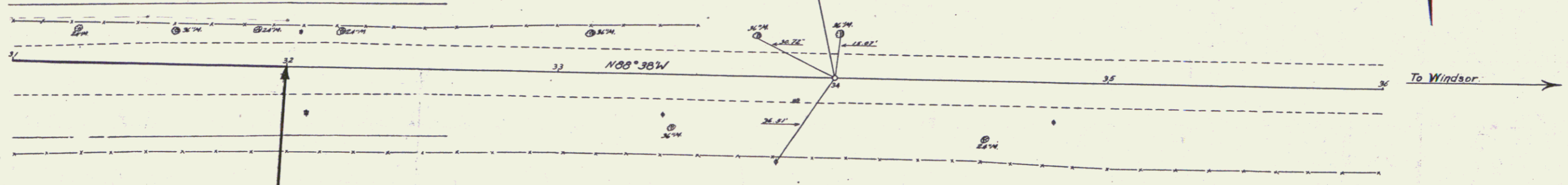


B.M. A Spike in Stamp 25+74 Elev. 181+93

F. Withington

28.00 to 32.00
Road approach to be constructed
to meet present pavement.

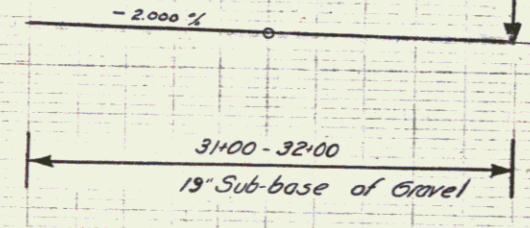
P.O.T. 34+00



STATION 32+00
END OF PROJECT

STA. 32+00
END OF ROADWAY

190
180
170



190
180
170

Station	178.9	177.5	176.4	175.3	174.4	173.6	173.1	172.9	172.9	172.6	172.0
31											
150											
32											
150											
33											
150											
34											
150											
35											
150											
36											

6