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" " 2	TYPICAL CROSS-SECTION OF IMPROVEMENT
" " 3	PLAN AND PROFILE STA. 16+90 ~ STA. 27+00
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" " 5	" " " 42+00 ~ " 53+00
" " 6	" " " 53+00 ~ " 67+00
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" " 18	" " " 217+00 ~ " 233+00
" " 19	" " " 233+00 ~ " 249+00
" " 20 TO 25	BRIDGE " 184+85 ~ " 186+65
" " 26 - 62	CROSS SECTIONS

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	VT.	62C	1927	1	62

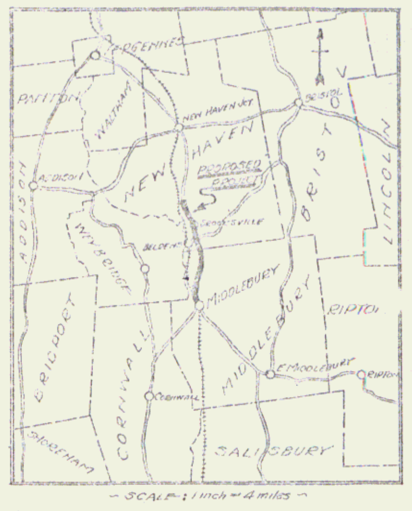
STATE OF VERMONT
STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY
FEDERAL AID PROJECT

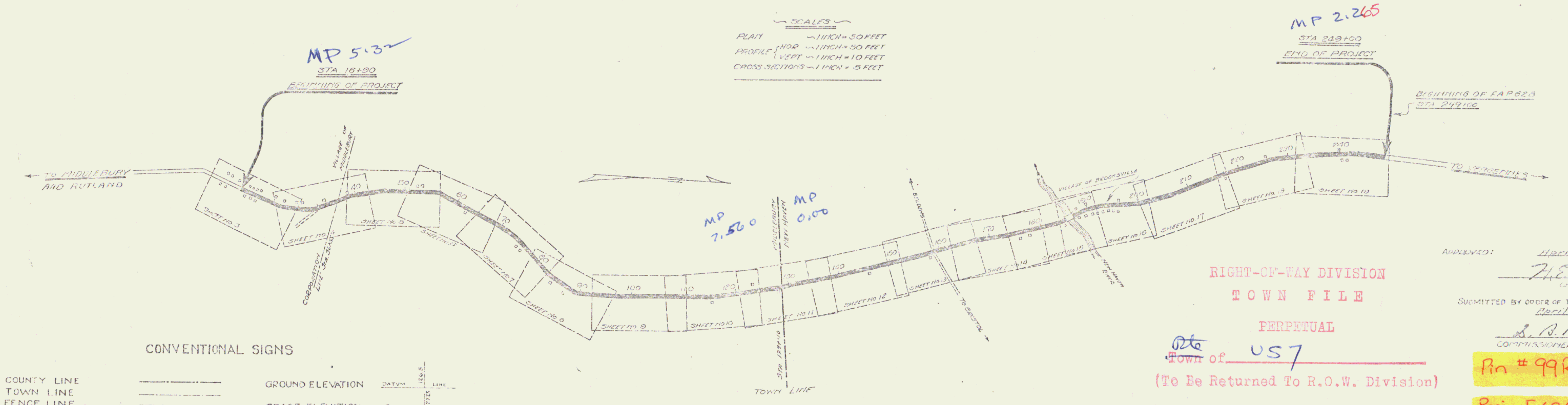
~TOWNS OF MIDDLEBURY AND NEW HAVEN~

MIDDLEBURY-VERGENNES ROAD
US Route 7

BEGINNING 0.37 MILES SOUTH OF THE CORPORATION LINE
AND EXTENDING NORTHERLY 4.4 MILES TO F.A.P. 62B


VERGENNES
PANTON
WALTHAM
NEW HAVEN JCT.
NEW HAVEN
BRISTOL
LINCOLN
ADDISON
PROPOSED PROJECT
BROOKSVILLE
BELDENS
WEYBRIDGE
MIDDLEBURY
RIPTON
BRIDPORT
CORNWALL
E. MIDDLEBURY
SHOREHAM
SALISBURY
SCALE: 1 inch = 4 miles

~ SCALES ~
PLAN ~ 1 INCH = 50 FEET
PROFILE { HOR ~ 1 INCH = 50 FEET
PROFILE { VERT ~ 1 INCH = 10 FEET
CROSS SECTIONS ~ 1 INCH = 5 FEET


MP 5.32
STA. 16+90
BEGINNING OF PROJECT
TO MIDDLEBURY AND RUTLAND
VILLAGE OF MIDDLEBURY
CORPORATION LINE STA. 36+33
SHEET NO. 3
SHEET NO. 4
SHEET NO. 5
SHEET NO. 6
SHEET NO. 7
SHEET NO. 8
SHEET NO. 9
SHEET NO. 10
SHEET NO. 11
SHEET NO. 12
SHEET NO. 13
SHEET NO. 14
SHEET NO. 15
SHEET NO. 16
SHEET NO. 17
SHEET NO. 18
SHEET NO. 19
40
50
60
70
80
90
100
110
120
130
140
150
160
170
180
190
200
210
220
230
240
MP 7.560
MP 0.00
MIDDLEBURY
NEW HAVEN
STA. 129+10
TOWN LINE
BELDENS
TO BRISTOL
VILLAGE OF BROOKSVILLE
NEW HAVEN RIVER
MP 2.265
STA. 249+00
END OF PROJECT
BEGINNING OF F.A.P. 62B
STA. 249+00
TO VERGENNES

~LAYOUT~
SCALE 1 INCH = 1000 FT.

THESE PLANS SUBJECT TO SUCH REVISIONS AS MAY BE REQUIRED BY THE BUREAU OF PUBLIC ROADS OR THE CHIEF ENGINEER

RIGHT-OF-WAY DIVISION
TOWN FILE
PERPETUAL
Rte ~~Town~~ of US7
(To Be Returned To R.O.W. Division)

CONVENTIONAL SIGNS

COUNTY LINE
TOWN LINE
FENCE LINE
STONE WALL
UNFENCED PROPERTY
GUARD RAIL
TRAVELED WAY
RAILROAD
RETAINING WALL
CENTER LINE 30 P.C. 30+65
SURVEY LINE
CULVERT
DROP INLET
TROLLEY POLE
POWER POLE
TELEPHONE POLE
TREES
HEDGE

GROUND ELEVATION DATUM 126.5 LINE
GRADE ELEVATION DATUM 127.25 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.

APPROVED: April 19, 1927
H. E. Sargent
CHIEF ENGINEER

SUBMITTED BY ORDER OF THE STATE HIGHWAY BOARD
April 19, 1927
S. B. Bates
COMMISSIONER OF HIGHWAYS

Pin # 99R449

Proj F62C

RECOMMENDED
DISTRICT ENGINEER
BUREAU OF PUBLIC ROADS

RECOMMENDED FOR APPROVAL
CHIEF ENGINEER
BUREAU OF PUBLIC ROADS

APPROVED
DIRECTOR - BUREAU OF PUBLIC ROADS

SERIES F NO. FILED
SHEET ① 62

9	Vt.	62C	1927	3	62

WOOD GUARD RAIL REQUIRED
RIGHT

STA. 17+26 TO 17+50	LENGTH	24 FT.
STA. 19+42 TO 19+66	"	24 FT.
TOTAL THIS SHEET		48 FT.

NOTE

PAMPHLET K ITEM 48 AND 49
BIDS AS RECEIVED ARE TO BE FOR REINFORCED
CONCRETE PIPE OR CAST IRON PIPE

[illegible] Pamphlet K Item 47 and 49

COBBLE GUTTER REQUIRED
STA. 17+80 TO 18+10 — 14 S.Q. YDS.

NEW CULVERTS REQUIRED

STA. 17+38	24" REINF. CONCRETE PIPE	LENGTH	44 FT.
	CLASS A (1-2-4) CONCRETE		1.6 C.Y.
	CLASS B (1-2½-5) "		2.1 C.Y.
	REINFORCING STEEL		135 LB.
STA. 19+31	24" REINF. CONCRETE PIPE	LENGTH	60 FT.
	CLASS B (1-2½-5) CONCRETE		5.4 C.Y.
	REINFORCING STEEL		50 LB.
STA. 25+00	18" REINF. CONCRETE PIPE	LENGTH	48 FT.
	CLASS A (1-2-4) CONCRETE		2.0 C.Y.
	CLASS B (1-2½-5) "		1.4 C.Y.
	REINFORCING STEEL		163 LB.

NEW CULVERTS REQUIRED

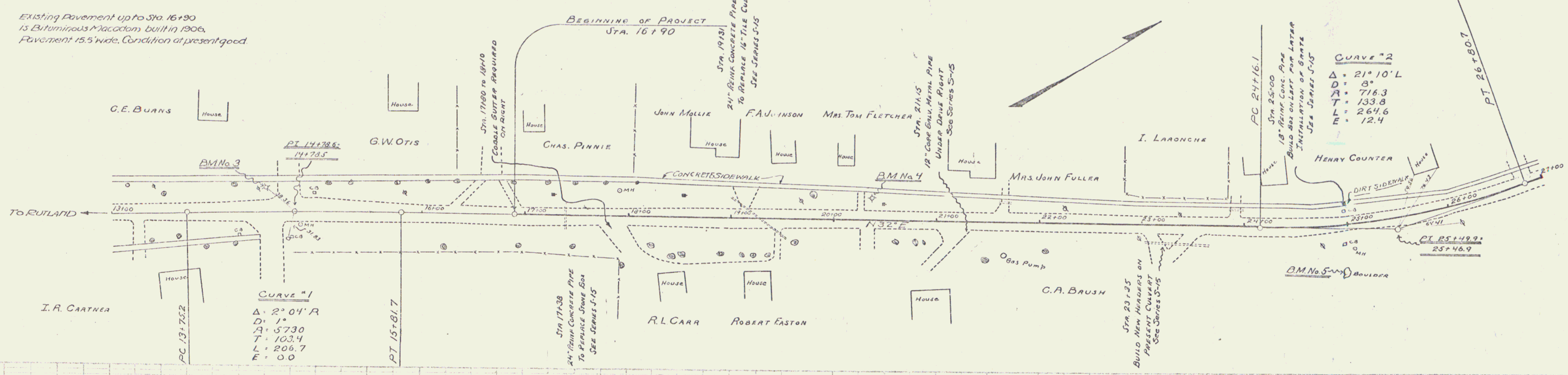
STA. 21+15 RIGHT 12" CORR. GALV. METAL PIPE	LENGTH	32 FT.
CLASS B (1-2½-5) CONCRETE		1.5 C.Y.
REINFORCING STEEL		33 LB.

CULVERTS REQUIRING REPAIRS

STA. 23+35 NEW HEADWALLS DRIVE CULVERT	
CLASS B (1-2½-5) CONCRETE	1.5 C.Y.
REINFORCING STEEL	33 LB.

Existing Pavement up to Sta. 16+90 is Bituminous Macadam built in 1906. Pavement 15.5' wide. Condition at present good.

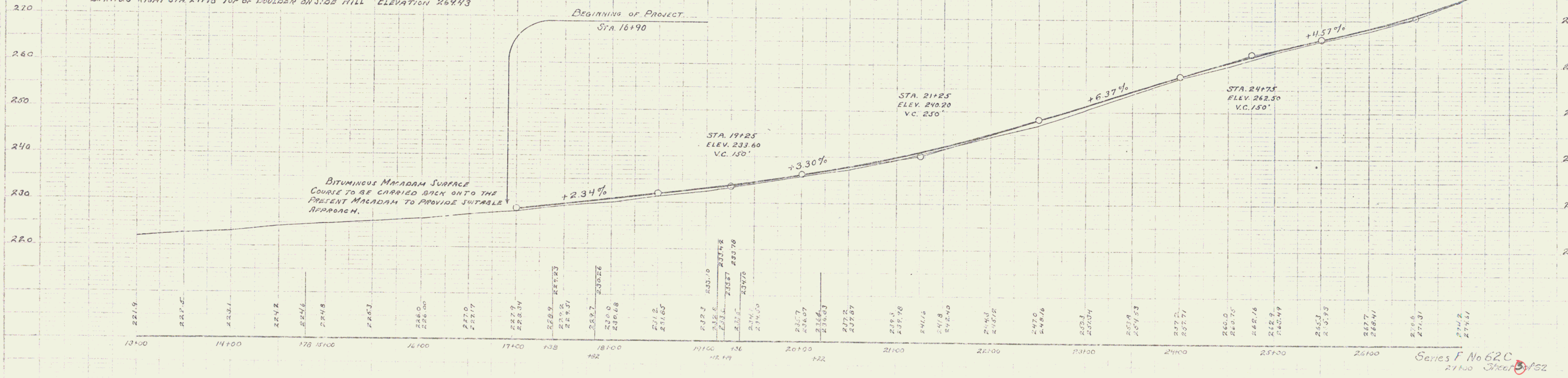
W.E. WALKER 9-26
W.M. GIBSON 1-28-27


BEGINNING OF PROJECT STA. 16+90
C.E. BURNS
House
G.W. OTIS
STA. 17+80 TO 18+10 COBBLE GUTTER REQUIRED ON RIGHT
CHAS. PINNIE
JOHN MOLLIE
STA. 19+31 24" REINF. CONCRETE PIPE TO REPLACE 16" TILE CULVERT SEE SERIES S-15
F.A. JOHNSON
MRS. TOM FLETCHER
STA. 21+15 12" CORR. GALV. METAL PIPE UNDER DRIVE RIGHT See Series S-15
I. LARONCHE
PC 24+16.1
STA. 25+00 18" REINF. CONC. PIPE BUILD BOX ON LEFT FOR LATER INSTALLATION OF GRATE SEE SERIES S-15
PT 26+80.7
CURVE #2
Δ = 21° 10' L
D = 8°
R = 716.3
T = 133.8
L = 264.6
E = 12.4
HENRY COUNTER
DIRT SIDEWALK
PI 14+78.6 = 14+78.5
BM No. 3
CONCRETE SIDEWALK
BM No. 4
MRS. JOHN FULLER
TO RUTLAND
13+00
16+00
17+00
18+00
19+00
20+00
21+00
22+00
23+00
24+00
25+00
26+00
27+00
N 32° E
CB
OMH
GAS PUMP
PI 25+49.9 = 25+46.9
BM No. 5
BOULDER
I.R. CARTNER
CURVE #1
Δ = 2° 04' R
D = 1°
R = 5730
T = 103.4
L = 206.7
E = 0.0
PC 13+75.2
PT 15+81.7
STA 17+38 24" REINF. CONCRETE PIPE TO REPLACE STONE BOX SEE SERIES S-15
R.L. CARR
ROBERT EASTON
C.A. BAUSH
STA. 23+35 BUILD NEW HEADERS ON PRESENT CULVERT See Series S-15

B.M. No. 3 LEFT STA. 14+47 TOP OF HYDRANT AT STREET INTERSECTION ELEVATION 231.04
B.M. No. 4 LEFT STA. 20+37 TOP OF HYDRANT ELEVATION 236.24
B.M. No. 5 RIGHT STA. 24+98 TOP OF BOULDER ON SIDE HILL ELEVATION 269.43

EXISTING ROAD FROM 16+90 TO 36+58 IS OF OILED GRAVEL CONSTRUCTION

W.E. WALKER 9-26
W.B. McALLISTER 1-31-27
W.B.H. 3-25-27



Series F No 62C
Sheet 3 of 62

2

9 | V. | 62C | 1927 | 4 | 62

PLAN
W.E. WALKER 9-25
W.E.W. 1-27

PROFILE
W.E.W. 9-26
A.R. CRAM 2-27
W.B. McALLISTER 3-27

WOOD GUARD RAIL REQUIRED

RIGHT

STA. 31+52 TO 31+76	LENGTH 24 FT.
STA. 34+88 TO 35+12	" 24 FT.
STA. 39+88 TO 40+12	" 24 FT.

LEFT

STA. 39+88 TO 40+12	LENGTH 24 FT.

TOTAL THIS SHEET 96 FT.

CABLE GUARD RAIL REQUIRED

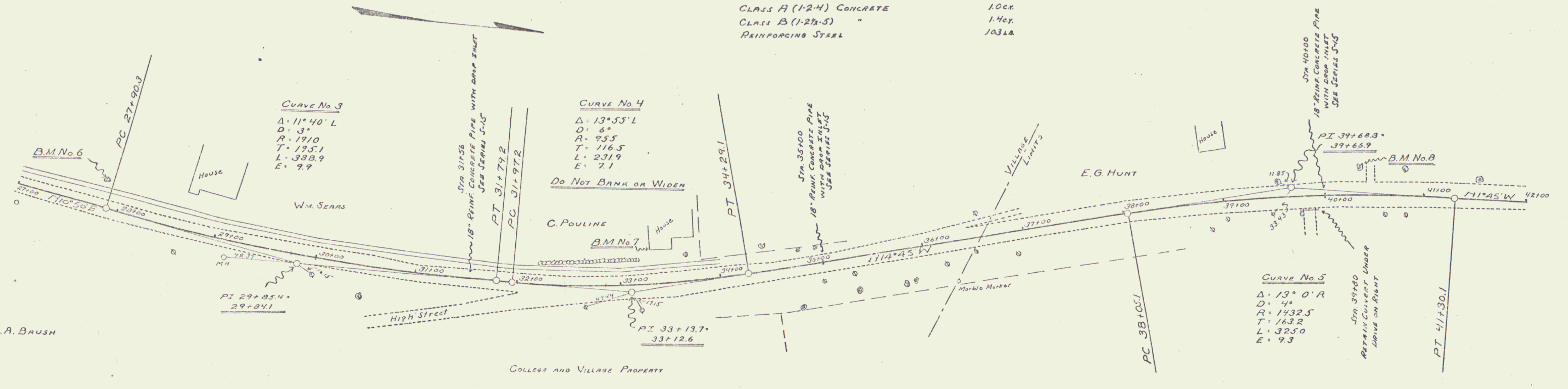
LEFT

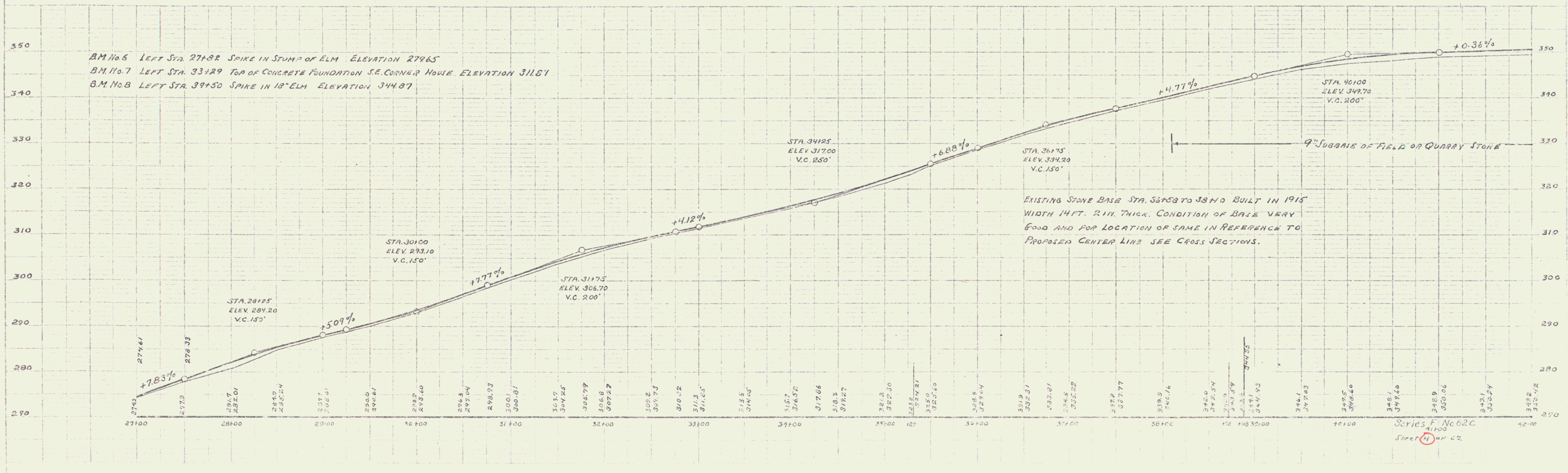
STA. 34+00 TO 35+12	LENGTH 112 FT.

TOTAL THIS SHEET 112 FT.

NEW CULVERTS REQUIRED

STA. 31+56 18" REINF. CONCRETE PIPE	LENGTH 52 FT.	WITH DROP INLET
CLASS A (1-2-4) CONCRETE	2.0 C.Y.	
CLASS B (1-2½-5) "	1.4 C.Y.	
REINFORCING STEEL	125 LB.	
STA. 35+00 18" REINF. CONCRETE PIPE	LENGTH 36 FT.	WITH DROP INLET
CLASS A (1-2-4) CONCRETE	1.4 C.Y.	
CLASS B (1-2½-5) "	1.4 C.Y.	
REINFORCING STEEL	90 LB.	
STA. 40+00 18" REINF. CONCRETE PIPE	LENGTH 32 FT.	WITH DROP INLET
CLASS A (1-2-4) CONCRETE	1.0 C.Y.	
CLASS B (1-2½-5) "	1.4 C.Y.	
REINFORCING STEEL	103 LB.	


B.M. No. 6
PC 27+90.3
27+00
N10°50'E
28+00
29+00
30+00
31+00
MH
72.37
16.15
PI 29+85.4 = 29+84.1
House
Wm. Sears
C.A. Brush
CURVE No. 3
Δ: 11°40' L
D: 3°
R: 1910
T: 195.1
L: 388.9
E: 9.9
STA. 31+56 18" REINF. CONCRETE PIPE WITH DROP INLET SEE SERIES S-15
PT 31+79.2
PC 31+97.2
32+00
33+00
High Street
49.44
17.15
PI 33+13.7 = 33+12.6
CURVE No. 4
Δ: 13°55' L
D: 6°
R: 955
T: 116.5
L: 231.9
E: 7.1
DO NOT BANK OR WIDEN
C. Pouline
B.M. No. 7
House
College and Village Property
PT 34+29.1
34+00
STA. 35+00 18" REINF. CONCRETE PIPE WITH DROP INLET SEE SERIES S-15
35+00
N14°45'W
36+00
37+00
Village Limits
Marble Marker
E.G. Hunt
House
PC 38+05.1
38+00
39+00
40+00
41+00
42+00
N1°45'W
11.85
33.43
STA. 40+00 18" REINF. CONCRETE PIPE WITH DROP INLET SEE SERIES S-15
PI 39+68.3 = 39+66.9
B.M. No. 8
CURVE No. 5
Δ: 13° 0' R
D: 4°
R: 1432.5
T: 163.2
L: 325.0
E: 9.3
STA. 39+80 RETAIN CULVERT UNDER DRIVE ON RIGHT
PT 41+30.1



B.M. No. 6 LEFT STA. 27+82 SPIKE IN STUMP OF ELM ELEVATION 279.65
B.M. No. 7 LEFT STA. 33+29 TOP OF CONCRETE FOUNDATION S.E. CORNER HOUSE ELEVATION 311.87
B.M. No. 8 LEFT STA. 39+50 SPIKE IN 18" ELM ELEVATION 344.87

EXISTING STONE BASE STA. 36+58 TO 38+10 BUILT IN 1915 WIDTH 14 FT. 2 IN. THICK. CONDITION OF BASE VERY GOOD AND FOR LOCATION OF SAME IN REFERENCE TO PROPOSED CENTER LINE SEE CROSS SECTIONS.

Series F No 62C

Sheet ④ of 62

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	VT.	62C	1927	5	62

WOOD GUARD RAIL REQUIRED
RIGHT
STA. 45+65 TO 45+89 LENGTH 24 FT.

TOTAL THIS SHEET 24 FT.

CABLE GUARD RAIL REQUIRED
LEFT
STA. 42+80 TO 46+40 LENGTH 360 FT.

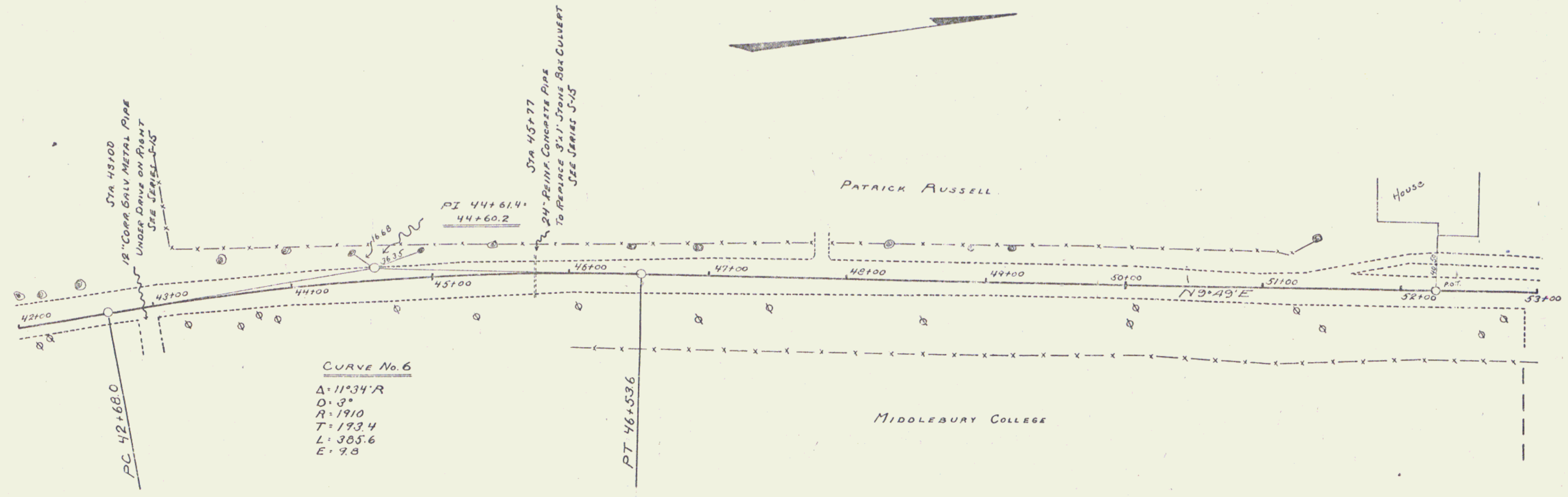
TOTAL THIS SHEET 360 FT.

NEW CULVERTS REQUIRED

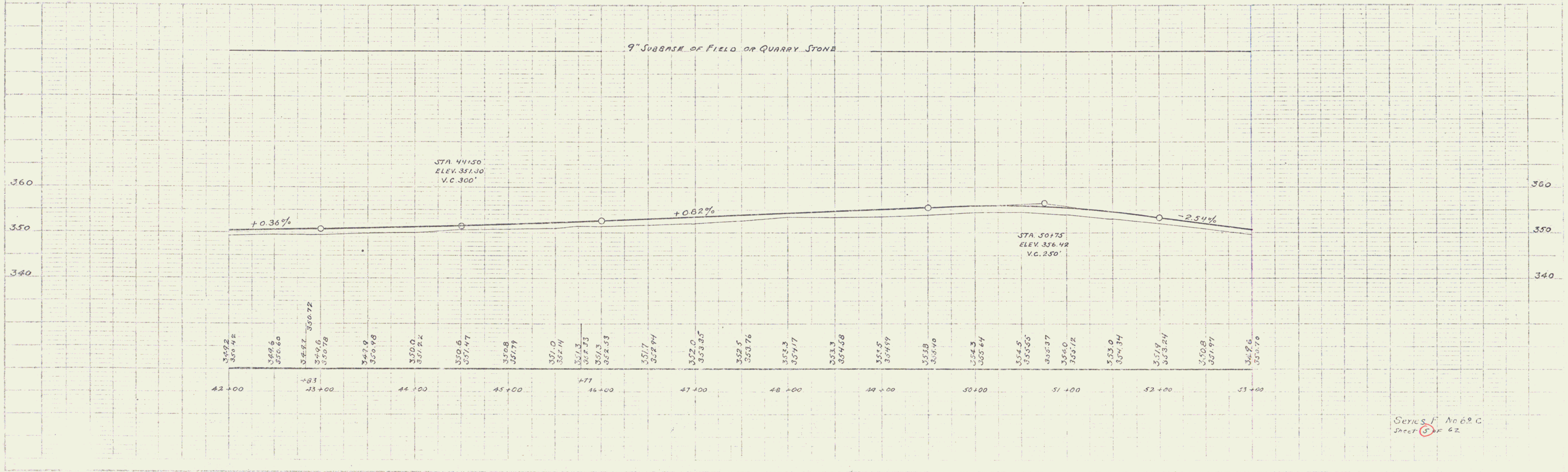
STA. 45+77	24" REINF. CONCRETE PIPE	LENGTH 32 FT.
	CLASS B (1-2½-5) CONCRETE	4.1 C.Y.
	REINFORCING STEEL	33 LB.

NEW CULVERTS REQUIRED

STA. 43+00	RIGHT 12" CORR. GALV. METAL PIPE	LENGTH 28 FT.
	CLASS B (1-2½-5) CONCRETE	1.5 C.Y.
	REINFORCING STEEL	33 LB.


STA. 43+00
12" CORR. GALV. METAL PIPE
UNDER DRIVE ON RIGHT
SEE SERIES S-15
PI 44+61.4=
44+60.2
STA 45+77
24" REINF. CONCRETE PIPE
TO REPLACE 3'x1' STONE BOX CULVERT
SEE SERIES S-15
16.68
36.35
42+00
43+00
44+00
45+00
46+00
47+00
48+00
49+00
50+00
51+00
52+00
53+00
N 9°49' E
PATRICK RUSSELL
HOUSE
PC 42+68.0
PT 46+53.6
MIDDLEBURY COLLEGE

CURVE No. 6
Δ = 11°34' R
D = 3°
R = 1910
T = 193.4
L = 385.6
E = 9.8



Series F No 62 C
Sheet ⑤ of 62

4

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	VT.	62C	1927	6	62

WOOD GUARD RAIL REQUIRED
RIGHT
STA. 57+38 TO 57+62 LENGTH 24 FT.

TOTAL THIS SHEET 24 FT.

CABLE GUARD RAIL REQUIRED
LEFT
STA. 53+50 TO 60+06 LENGTH 656 FT.

TOTAL THIS SHEET 656 FT.

NEW CULVERTS REQUIRED
STA 57+50 24" REINF. CONCRETE PIPE LENGTH 32 FT. WITH DROP INLET

CLASS A (1-2-4) CONCRETE	1.2 C.Y.
CLASS B (1-2½-5) "	2.1 C.Y.
REINFORCING STEEL	103 LB.

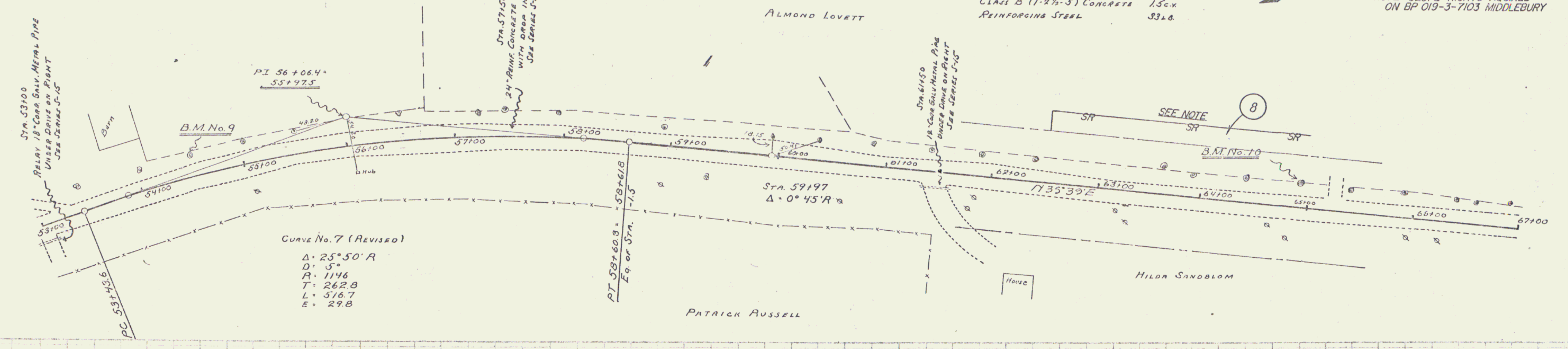
RELAYING CULVERTS
STA 53+00 18" CORR. GALV. METAL PIPE

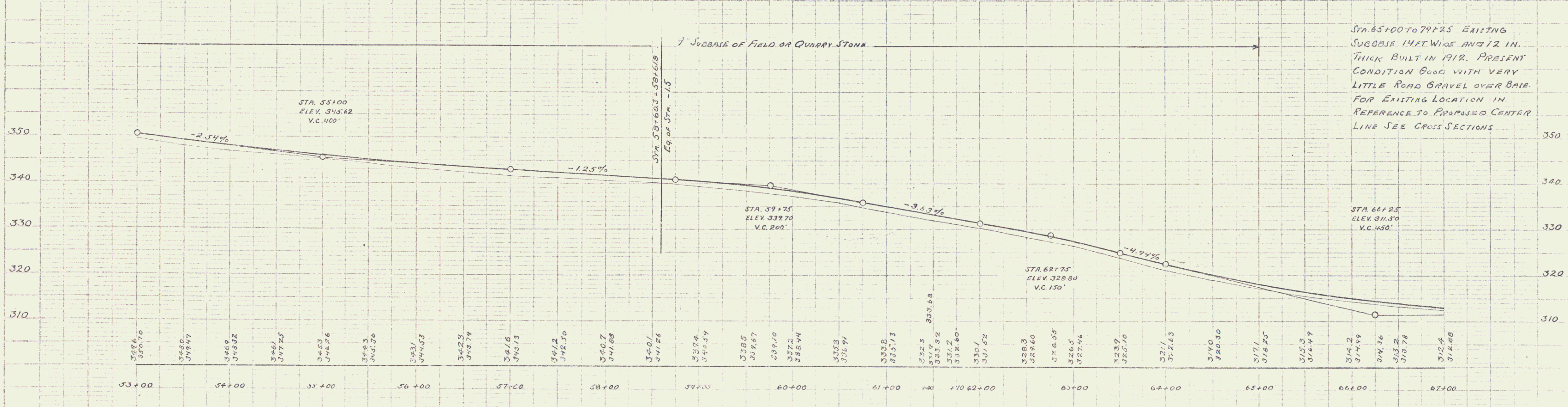
CLASS B (1-2½-5) CONCRETE	1.5 C.Y.
REINFORCING STEEL	33 LB.

NEW CULVERTS REQUIRED
STA 61+50 RIGHT 12" CORR. GALV. METAL PIPE LENGTH 26 FT.

CLASS B (1-2½-5) CONCRETE	1.5 C.Y.
REINFORCING STEEL	33 LB.

NOTE - SLOPE RIGHTS AQUIRED ON BP 019-3-7103 MIDDLEBURY


ALMOND LOVETT
STA. 53+00 RELAY 18" CORR. GALV. METAL PIPE UNDER DRIVE ON RIGHT SEE SERIES S-15
Barn
B.M. No. 9
PI 56+06.4 = 55+97.5
43.20
Hub
STA. 57+50 24" REINF. CONCRETE PIPE WITH DROP INLET SEE SERIES S-15
53+00
54+00
55+00
56+00
57+00
58+00
59+00
60+00
61+00
62+00
63+00
64+00
65+00
66+00
67+00
18.15
STA. 61+50 12" CORR. GALV. METAL PIPE UNDER DRIVE ON RIGHT SEE SERIES S-15
SR
SEE NOTE
8
B.M. No. 10
N 73° 35' 39" E
STA. 59+97
Δ = 0° 45' R
CURVE No. 7 (REVISED)
Δ = 25° 50' R
D = 5°
R = 1146
T = 262.8
L = 516.7
E = 29.8
PC 53+43.6
PT 58+60.3 = 58+61.8 Eq. of Sta. -1.5
PATRICK RUSSELL
House
HILDA SANDBLOM



STA. 65+00 TO 79+25 EXISTNG SUBBASE 14 FT. WIDE AND 12 IN. THICK BUILT IN 1912. PRESENT CONDITION GOOD WITH VERY LITTLE ROAD GRAVEL OVER BASE. FOR EXISTING LOCATION IN REFERENCE TO PROPOSED CENTER LINE SEE CROSS SECTIONS

B.M. No. 9 LEFT STA. 54+54 SPIKE IN 24" ELM. ELEVATION 345.25
B.M. No. 10 LEFT STA. 64+90 SPIKE IN 30" ELM. ELEVATION 314.92

Series F No. 62C
Sheet ⑥ of 62

5

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	VT.	62C	1927	7	62

WOOD GUARD RAIL REQUIRED
RIGHT

STA. 69+26 TO 69+50	LENGTH	24 FT.
STA. 78+48 TO 78+72	"	24 FT.

LEFT

STA. 78+48 TO 78+72	LENGTH	24 FT.
TOTAL THIS SHEET		72 FT.

CABLE GUARD RAIL REQUIRED
LEFT

STA. 68+38 TO 72+86	LENGTH	448 FT.
TOTAL THIS SHEET		448 FT.

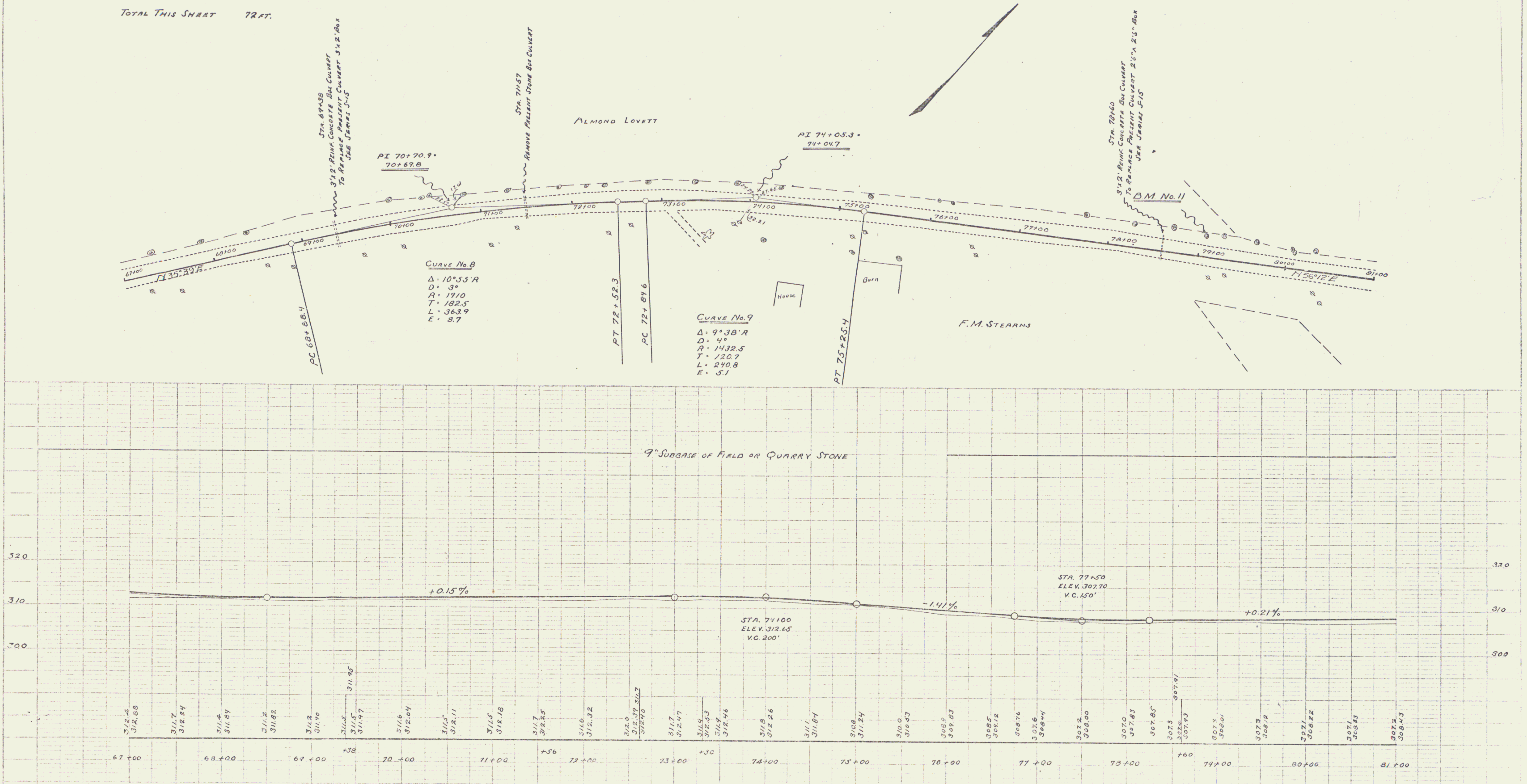
NEW CULVERTS REQUIRED

STA. 69+38 REINF. CONCRETE BOX CULVERT 3'x2'

CLASS A (1-2-4) CONCRETE	13.5 C.Y.
REINFORCING STEEL	816 LB.

STA. 78+60 3'x2' REINF. CONCRETE BOX CULVERT

CLASS A (1-2-4) CONCRETE	13.5 C.Y.
REINFORCING STEEL	816 LB.


STA. 69+38
3'x2' REINF. CONCRETE BOX CULVERT
TO REPLACE PRESENT CULVERT 3'x2' BOX
SEE SERIES S-15
STA. 71+57
REMOVE PRESENT STONE BOX CULVERT
ALMOND LOVETT
PI 70+70.9 = 70+69.8
PI 74+05.3 = 74+04.7
STA. 78+60
3'x2' REINF. CONCRETE BOX CULVERT
TO REPLACE PRESENT CULVERT 2'6" x 2'6" BOX
SEE SERIES S-15
B.M. No. 11
67+00
68+00
69+00
70+00
71+00
72+00
73+00
74+00
75+00
76+00
77+00
78+00
79+00
80+00
81+00
N 35°39' E
N 56°12' E
PC 68+88.4
PT 72+52.3
PC 72+84.6
PT 75+25.4
CURVE No. 8
Δ = 10°55' R
D = 3°
R = 1910
T = 182.5
L = 363.9
E = 8.7
CURVE No. 9
Δ = 9°38' R
D = 4°
R = 1432.5
T = 120.7
L = 240.8
E = 5.1
House
Barn
F. M. STEARNS
9" SUBBASE OF FIELD OR QUARRY STONE
320
310
300
+0.15%
-1.41%
+0.21%
STA. 74+00
ELEV. 312.65
V.C. 200'
STA. 77+50
ELEV. 307.70
V.C. 150'
312.2 312.88
311.7 312.24
311.4 311.89
311.2 311.82
311.2 311.90
311.5
311.95
311.5 311.97
311.6 312.04
311.5 312.11
311.5 312.18
311.7 312.25
311.6 312.32
312.0 312.39
311.7 312.40
311.7 312.47
311.9 312.53
311.9 312.46
311.8 312.26
311.1 311.84
310.8 311.24
310.0 310.53
308.9 309.83
308.5 309.12
308.76
307.6 308.44
307.2 308.00
307.0 307.83
307.85
307.91
307.3 307.4 307.93
307.3 308.01
307.3 308.12
307.1 308.22
307.1 308.83
307.2 308.43
+38
+56
+30
+60
W.E. WALKER 9-26
W.E.W. 1-27
W.E.W. 9-26
A.P. CRAM 2-27
W.B. McALLISTER 3-27

B.M. No. 11 LEFT STA. 79+05 SPIKE IN 24" ELM. ELEV. 305.79

Series F No. 62C
Sheet 7 of 62

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	VT.	62C	1927	8	62

WOOD GUARD RAIL REQUIRED

RIGHT

STA. 86+62 TO 86+86	LENGTH 24 FT.

LEFT

STA. 86+62 TO 86+86	LENGTH 24 FT.
TOTAL THIS SHEET	48 FT.

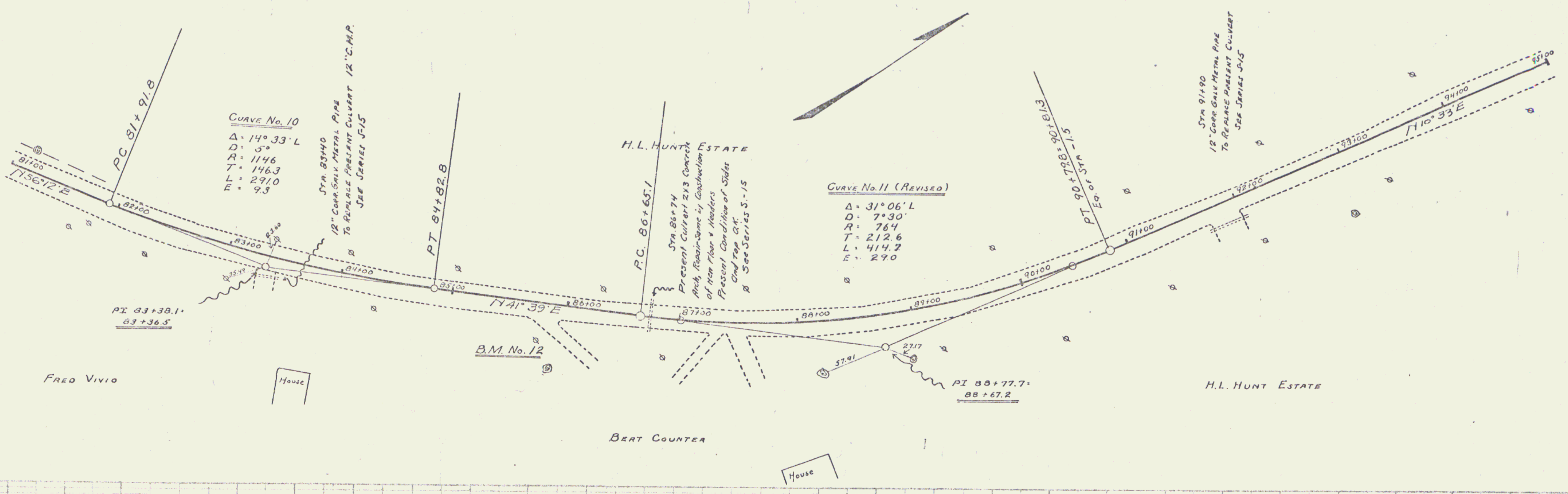
NEW CULVERTS REQUIRED

STA. 83+40	RIGHT 12" CORR. GALV. METAL PIPE	LENGTH 22 FT.
	CLASS B (1-2½-5) CONCRETE	1.5 C.Y.
	REINFORCING STEEL	33 LB.
STA. 91+90	RIGHT 12" CORR. GALV. METAL PIPE	LENGTH 28 FT.
	CLASS B (1-2½-5) CONCRETE	1.5 C.Y.
	REINFORCING STEEL	33 LB.

CULVERTS TO BE REPAIRED

STA 86+74 REPAIR PRESENT CULVERT CONSTRUCT NEW FLOOR AND RAISE HEADERS

CLASS A (1-2-4) CONCRETE	3.0 C.Y.
REINFORCING STEEL	50 LB.


PC 81+91.8
81+00
N 56°12' E
82+00
83+00
83+60
35.49
84+00
85+00
PT 84+82.8
N 41°39' E
86+00
PI 83+38.1= 83+36.5
Fred Vivio
House
B.M. No. 12
P.C. 86+65.1
87+00
88+00
89+00
90+00
91+00
92+00
93+00
94+00
95+00
N 10°33' E
57.91
27.17
PI 88+77.7= 88+67.2
PT 90+79.8=90+81.3 Eq. of Sta -1.5
H.L. HUNT ESTATE
BERT COUNTER
House
H.L. HUNT ESTATE

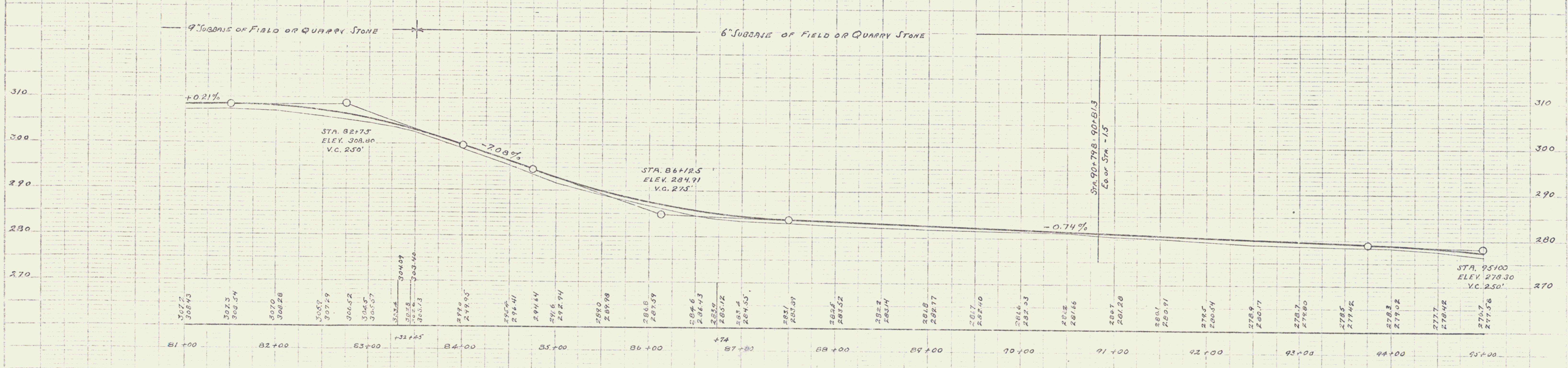
CURVE No. 10
Δ = 14° 33' L
D = 5°
R = 1146
T = 146.3
L = 291.0
E = 9.3

STA. 83+40 12" CORR. GALV. METAL PIPE TO REPLACE PRESENT CULVERT 12" C.M.P. SEE SERIES S-15

STA. 86+74 Present Culvert 2x3 Concrete Arch, Repair Same by Construction of New Floor & Headers Present Condition of Sides and Top O.K. See Series S-15

CURVE No. 11 (REVISED)
Δ = 31° 06' L
D = 7° 30'
R = 764
T = 212.6
L = 414.7
E = 29.0

STA 91+90 12" CORR. GALV. METAL PIPE TO REPLACE PRESENT CULVERT SEE SERIES S-15


9" SUBBASE OF FIELD OR QUARRY STONE
6" SUBBASE OF FIELD OR QUARRY STONE
310
300
290
280
270
+0.21%
-7.08%
-0.74%
STA. 90+79.8 = 90+81.3 Eq. of Sta. -1.5
307.2 308.43
307.3 308.54
307.0 308.28
305.9 307.29
306.52
304.5 305.57
304.09
303.40
299.0 299.95
295.8 296.41
294.64
291.6 292.94
289.0 289.98
286.8 287.59
284.6 286.43
283.9 285.12
283.4 284.55
283.1 283.89
282.5 283.52
282.2 283.14
281.8 282.77
281.7 282.40
281.6 282.03
281.2 281.66
280.7 281.28
280.1 280.91
279.5 280.54
278.9 280.17
278.7 279.80
278.5 279.42
278.3 279.02
277.7 278.42
276.7 277.58
81+00
82+00
83+00
+32 +45
84+00
85+00
86+00
+74
87+00
88+00
89+00
90+00
91+00
92+00
93+00
94+00
95+00

STA. 82+75
ELEV. 308.80
V.C. 250'

STA. 86+12.5
ELEV. 284.91
V.C. 275'

STA. 95+00
ELEV. 278.30
V.C. 250'

B.M. No 12 RIGHT STA. 85+91 SPIKE IN 28" ELM. ELEVATION 283.82

PLAN
W.E. WALKER 9-26
W.E.W. 1-27

PROFILE
W.E.W. 9-27
W.M. GIBSON 2-27
H.A. KENDALL 2-27
W.B. McALLISTER 3-27

Series F No 62C
Sheet ⑧ of 62

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	VT.	62C	1927	9	62

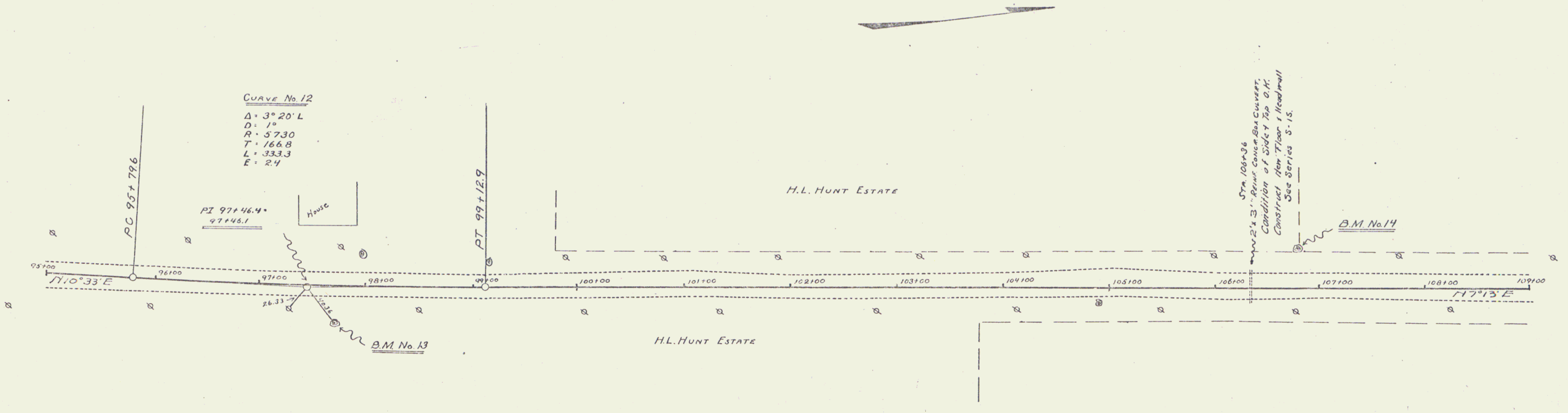
Wood Guard Rail Required
Right
Sta. 106+24 to 106+48 Length 24 ft.

Left
Sta. 106+24 to 106+48 Length 24 ft.

Total This Sheet 48 ft.

Old Culvert To Be Repaired.
Sta 106+36 2'x3" Reinf. Concrete Box
Class A(1-2-4) Concrete 6.5 c.y.
Reinforcing Steel 197 lb.

PLAN
W.E.WALKER 9-26
W.E.W. 1-27



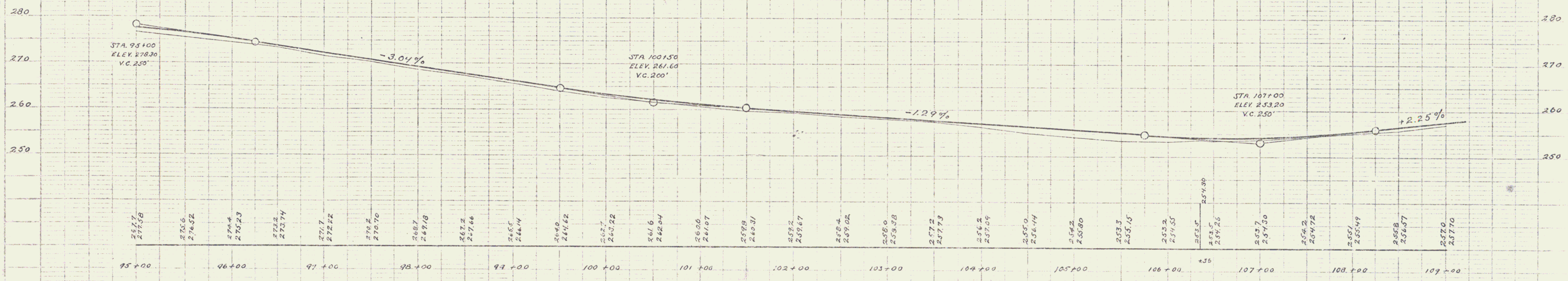
Curve No. 12
Δ = 3°20' L
D = 1°
R = 5730
T = 166.8
L = 333.3
E = 2.4
PC 95+79.6
PI 97+46.4 = 97+46.1
PT 99+12.9
House
N 10°33' E
N 7°13' E
95+00
96+00
97+00
98+00
99+00
100+00
101+00
102+00
103+00
104+00
105+00
106+00
107+00
108+00
109+00
26.33
40.36
B.M. No. 13
B.M. No. 14
H.L. Hunt Estate
H.L. Hunt Estate
Sta. 106+36
2'x3" Reinf. Concr. Box Culvert.
Condition of Side + Top O.K.
Construct New Floor + Headwall
See Series S-15.

PROFILE
W.E.W. 9-26
W.M.GIBSON 2-27
W.B.McALLISTER 3-27

6" Subbase of Field or Quarry Stone

Existing Sub-base Sta. 97+50 to 129+36 12' Wide 12" Thick. Built 1915 to be widened as per Cross Sections. Present Condition of Base Good.

9" Subbase of Field or Quarry Stone



280
270
260
250
Sta. 95+00
Elev. 278.30
V.C. 250'
-3.04%
Sta. 100+50
Elev. 261.60
V.C. 200'
-1.29%
Sta. 107+00
Elev. 253.20
V.C. 250'
+2.25%
277.7 277.58
275.6 276.52
274.4 275.23
273.2 273.74
271.7 272.22
270.2 270.70
268.7 269.18
267.2 267.66
265.5 266.14
264.0 264.62
262.7 263.22
261.6 262.04
260.6 261.07
259.9 260.31
259.2 259.67
258.4 259.02
258.0 258.38
257.2 257.73
256.2 257.09
255.0 256.14
254.2 255.80
253.3 255.15
253.2 254.55
254.30
253.5 254.26
253.7 254.30
254.2 254.72
255.1 255.49
255.8 256.57
257.0 257.70
95+00
96+00
97+00
98+00
99+00
100+00
101+00
102+00
103+00
104+00
105+00
106+00
+36
107+00
108+00
109+00

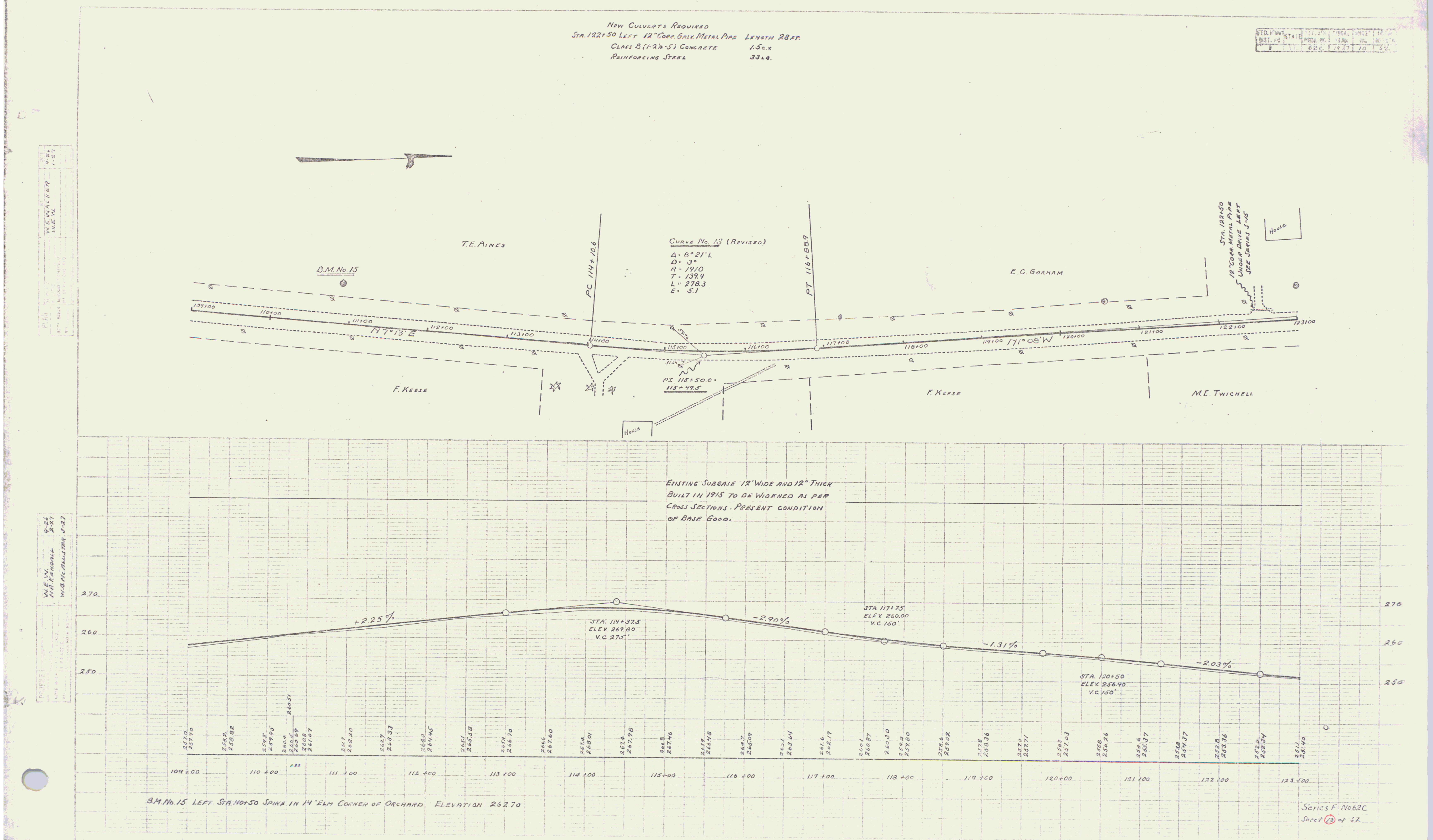
B.M. No. 13 Right Sta. 97+73 Spike in 28" Elm Elevation 268.37
B.M. No. 14 Left Sta. 106+21 Spike in 24" Elm Elevation 251.60

Series F No. 62C
Sheet ⑨ of 62

8

FED. R'WAY DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	N.Y.	62C	1927	10	62

NEW CULVERTS REQUIRED
STA. 122+50 LEFT 12" CORR. GALV. METAL PIPE LENGTH 28 FT.
CLASS B (1-2½-5) CONCRETE 1.5 C.Y.
REINFORCING STEEL 33 LB.


T.E. PINES
B.M. No. 15
PC 114+10.6
PT 116+88.9
E.C. GORHAM
STA. 122+50
12" CORR. METAL PIPE
UNDER DRIVE LEFT
SEE SERIES S-15
House
109+00
110+00
111+00
112+00
113+00
114+00
115+00
116+00
117+00
118+00
119+00
120+00
121+00
122+00
123+00
N 7°13' E
N 1°08' W
54.76
31.64
PI 115+50.0
115+49.5
F. KEESE
F. KEESE
M.E. TWICHELL
House
270
260
250
+2.25%
-2.90%
-1.31%
-2.03%
STA. 114+37.5
ELEV. 269.80
V.C. 275'
STA. 117+75
ELEV. 260.00
V.C. 150'
STA. 120+50
ELEV. 256.40
V.C. 150'
260.51
+33
109+00
110+00
111+00
112+00
113+00
114+00
115+00
116+00
117+00
118+00
119+00
120+00
121+00
122+00
123+00
PLAN
W.E. WALKER 9-26
W.E.W. 1-27
PROFILE
W.E.W. 9-26
H.A. KENDALL 2-27
W.B. McALLISTER 3-27

CURVE No. 13 (REVISED)
Δ = 8°21' L
D = 3°
R = 1910
T = 139.4
L = 278.3
E = 5.1

EXISTING SUBBASE 12' WIDE AND 12" THICK BUILT IN 1915 TO BE WIDENED AS PER CROSS SECTIONS. PRESENT CONDITION OF BASE GOOD.

B.M. No. 15 LEFT STA. 110+50 SPIKE IN 14" ELM CORNER OF ORCHARD ELEVATION 262.70

Series F No 62C
Sheet 10 of 62

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	VT.	62C	1927	11	62

WOOD GUARD RAIL REQUIRED

RIGHT

STA. 123+88 TO 124+12 LENGTH 24 FT.

LEFT

STA. 124+10 TO 124+34 LENGTH 24 FT.

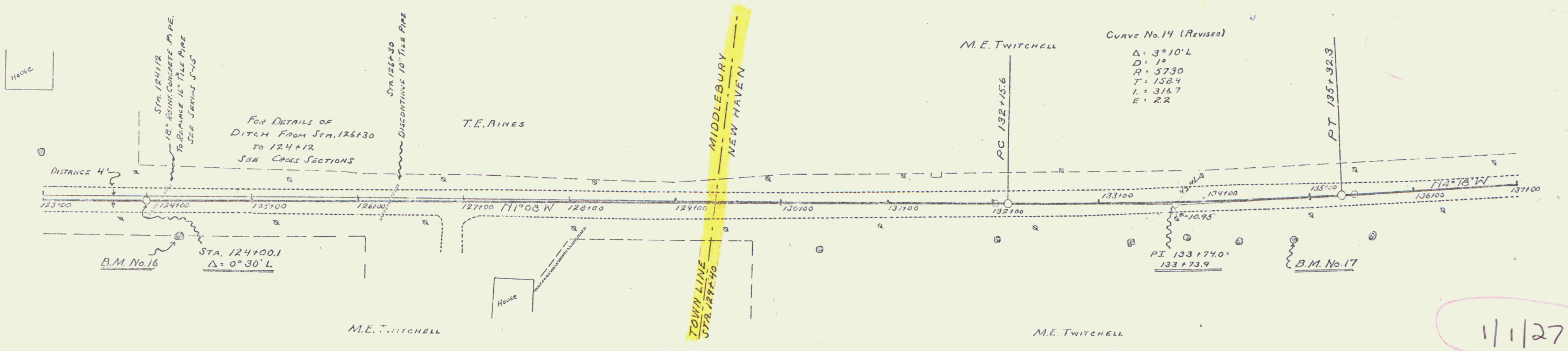
TOTAL THIS SHEET 48 FT.

NEW CULVERTS REQUIRED

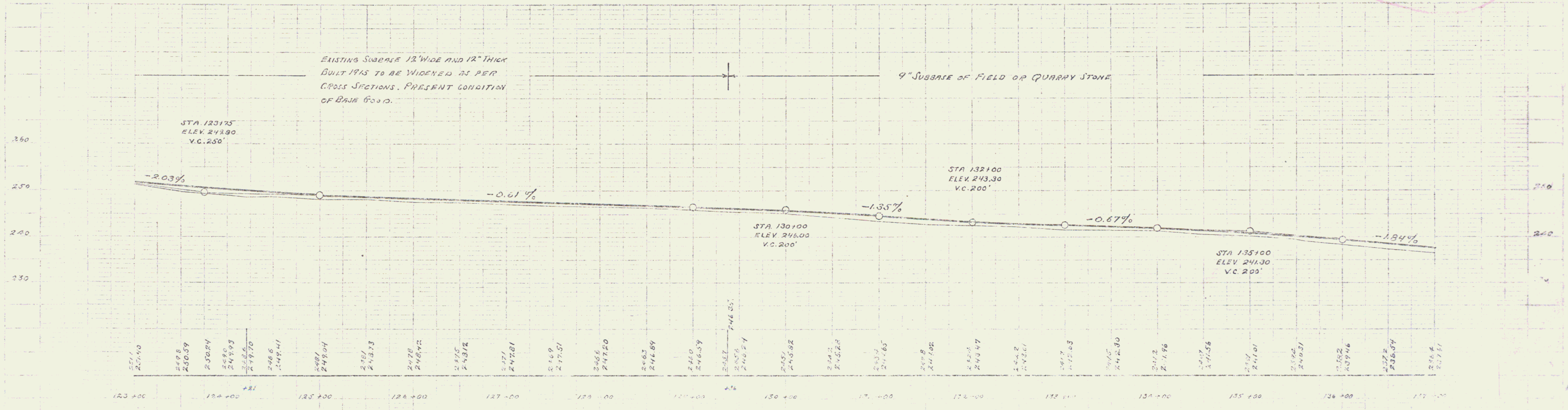
STA. 124+12 18" REINF. CONCRETE PIPE 40' Length.

CLASS A (1-2-4) CONCRETE 1.9 C.Y.

REINFORCING STEEL 60.0 LB.


House
STA. 124+12 18" REINF. CONCRETE PIPE. TO REPLACE 16" TILE PIPE SEE SERIES S-15
FOR DETAILS OF DITCH FROM STA. 126+30 TO 124+12 SEE CROSS SECTIONS
STA. 126+30 DISCONTINUE 10" TILE PIPE
T.E. AINES
MIDDLEBURY
NEW HAVEN
DISTANCE 4'
123+00
124+00
125+00
126+00
127+00
N 1°08' W
128+00
129+00
130+00
131+00
132+00
133+00
134+00
135+00
136+00
137+00
B.M. No. 16
STA. 124+00.1
Δ = 0° 30' L
House
TOWN LINE STA. 129+40
M.E. TWITCHELL
M.E. TWITCHELL
PC 132+15.6
CURVE No. 14 (REVISED)
Δ = 3° 10' L
D = 1°
R = 5730
T = 158.4
L = 316.7
E = 2.2
PT 135+32.3
N 4° 18' W
10.95
PI 133+74.0 = 133+73.9
B.M. No. 17
M.E. TWITCHELL

1/1/27



B.M. No. 16 RIGHT STA. 124+29 SPIKE IN ROOT OF THREE ELMS ELEVATION 240.45

B.M. No. 17 RIGHT STA. 134+05 SPIKE IN 24" ELM ELEVATION 239.81

Sheet 11 of 62

10

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	VT.	62C	1927	12	62.

WOOD GUARD RAIL REQUIRED

RIGHT

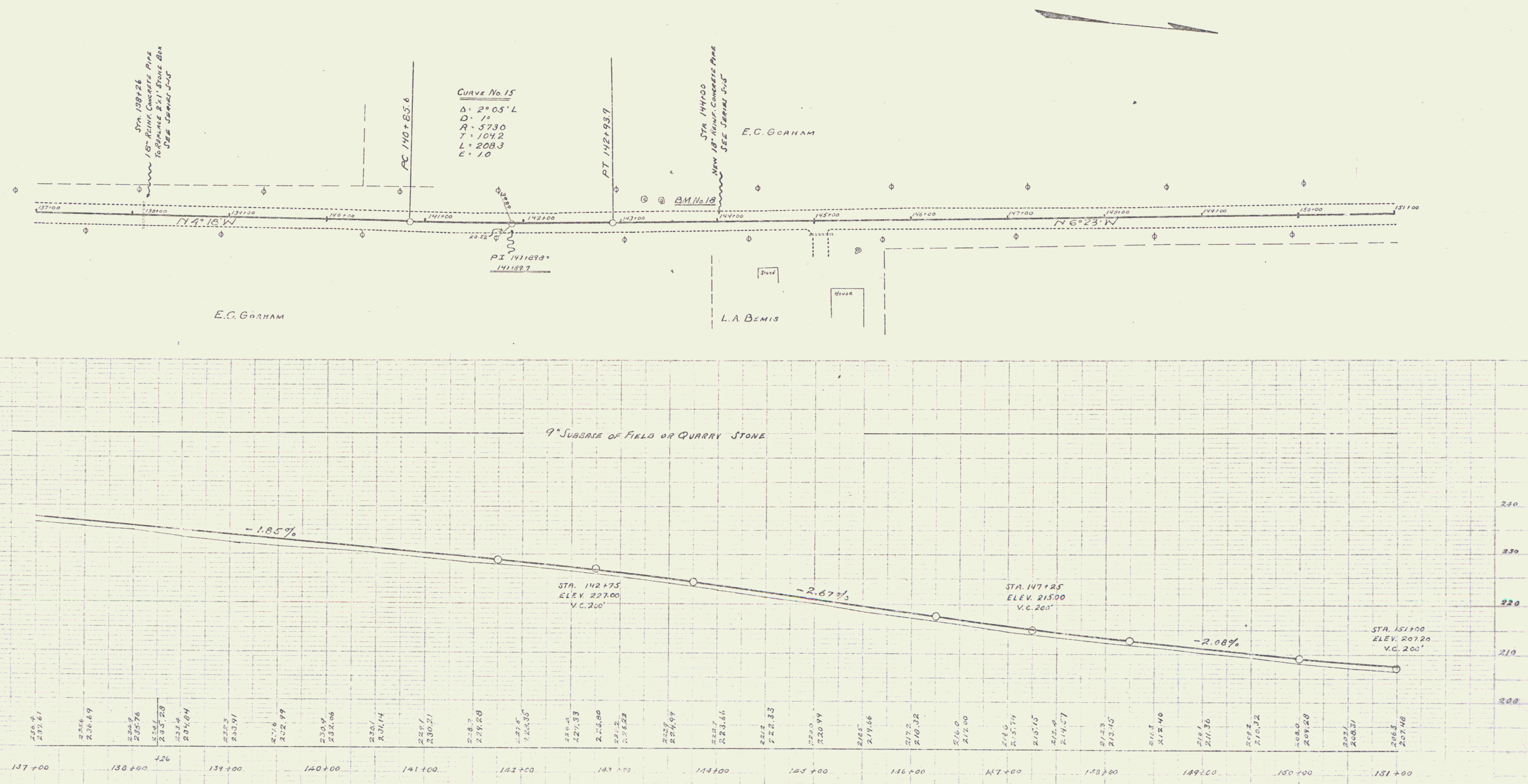
STA. 138+14 TO 138+38	LENGTH 24 FT.
STA. 143+88 TO 144+12	" 24 FT.

LEFT

STA. 138+14 TO 138+38	LENGTH 24 FT.
STA. 143+88 TO 144+12	" 24 FT.
TOTAL THIS SHEET	96 FT.

NEW CULVERTS REQUIRED

STA. 138+26	18" REINF. CONCRETE PIPE	LENGTH 32 FT.
	CLASS B (1-2½-5) CONCRETE	2.7 C.Y.
	REINFORCING STEEL	33 LB.
STA. 144+00	18" REINF. CONCRETE PIPE	LENGTH 32 FT.
	CLASS B (1-2½-5) CONCRETE	2.7 C.Y.
	REINFORCING STEEL	33 LB.


STA. 138+26
18" REINF. CONCRETE PIPE
TO REPLACE 2'x1' STONE BOX
SEE SERIES S-5
PC 140+85.6
CURVE No. 15
Δ = 2° 05' L
D = 1°
R = 5730
T = 104.2
L = 208.3
E = 1.0
PT 142+93.7
STA. 144+00
NEW 18" REINF. CONCRETE PIPE
SEE SERIES S-5
E.C. GORHAM
BM No. 18
N 4° 18' W
N 6° 23' W
39.89
20.52
PI 141+89.8
141+89.7
Stand
House
E.C. GORHAM
L.A. BEMIS
137+00
138+00
139+00
140+00
141+00
142+00
143+00
144+00
145+00
146+00
147+00
148+00
149+00
150+00
151+00
9" SUBBASE OF FIELD OR QUARRY STONE
240
230
220
210
200
-1.85%
STA. 142+75
ELEV. 227.00
V.C. 200'
-2.67%
STA. 147+25
ELEV. 215.00
V.C. 200'
-2.08%
STA. 151+00
ELEV. 207.20
V.C. 200'
+26

BM No. 18 LEFT STA. 143+54 SPIKE IN ROOT OF 36" ELM ELEVATION 224.10

Series F No 62C
Sheet 12 of 62

11

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	VT.	62C	1927	13	62

WOOD GUARD RAIL REQUIRED
RIGHT
STA. 153+30 TO 153+54 LENGTH 24FT.

LEFT
STA. 153+30 TO 153+54 LENGTH 24FT.

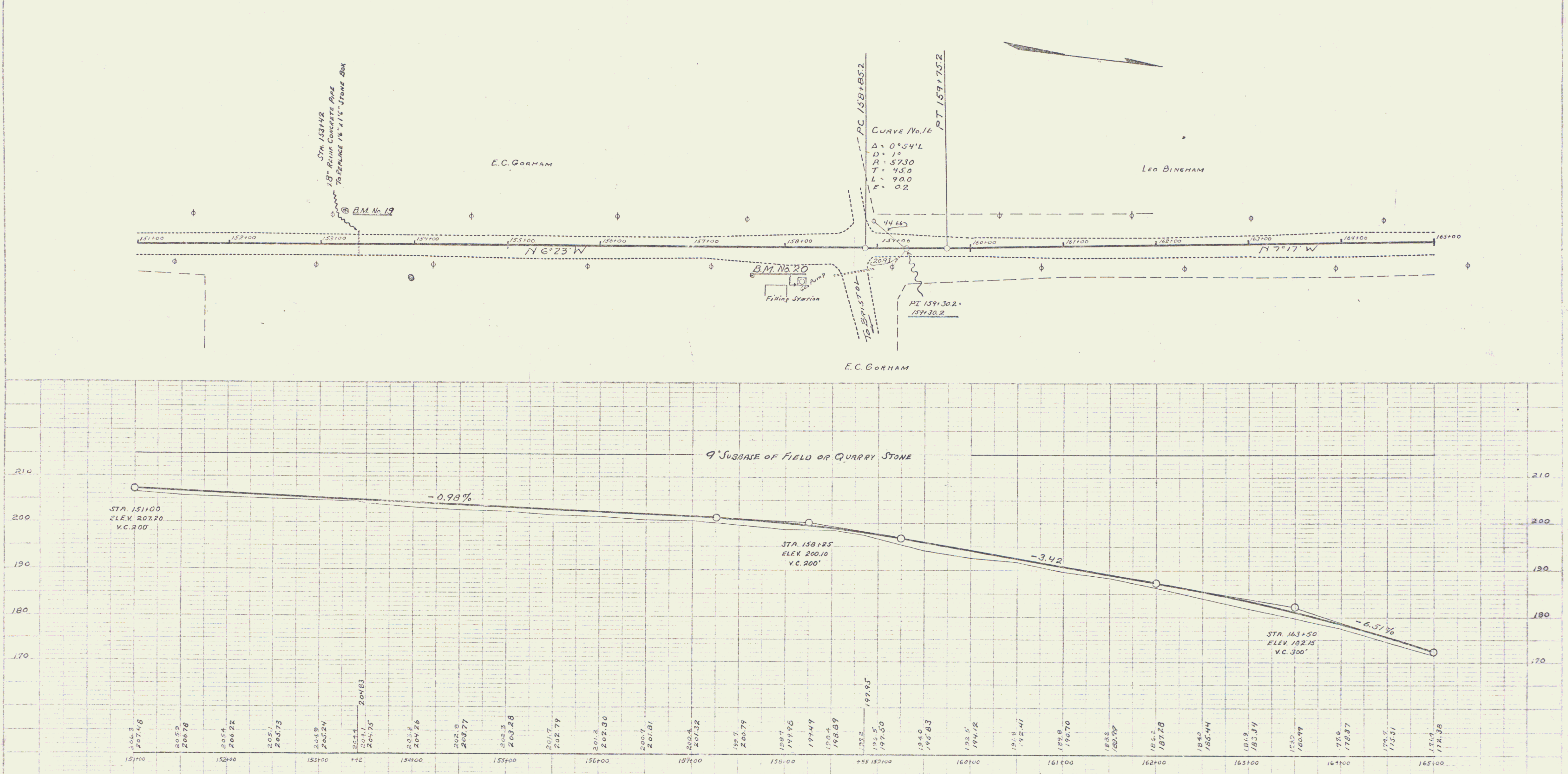
TOTAL THIS SHEET 48FT.

NEW CULVERTS REQUIRED

STA. 153+42	18" REINF. CONCRETE PIPE	LENGTH	32FT.
	CLASS B (1-2½-5) CONCRETE		2.7
	REINFORCING STEEL		33LB.

PLAN
W.E. WALKER 9-26
W.E.W. 1-27

W.E. WALKER 9-26
W.M. GIBSON 2-27
H.A. KENDALL 2-27
W.B. McALLISTER 3-27


STA. 153+42
18" REINF. CONCRETE PIPE
TO REPLACE 1'6"x1'6" STONE BOX
B.M. No. 19
E.C. GORHAM
PC 158+85.2
PT 159+75.2
CURVE No. 16
Δ = 0°54'L
D = 1°
R = 5730
T = 45.0
L = 90.0
E = 0.2
LEO BINGHAM
44.66
20.93
151+00
152+00
153+00
154+00
155+00
156+00
157+00
158+00
159+00
160+00
161+00
162+00
163+00
164+00
165+00
N 6°23' W
N 7°17' W
B.M. No. 20
Gas Pump
Filling Station
TO BRISTOL
PI 159+30.2 = 159+30.2
E.C. GORHAM
9" SUBBASE OF FIELD OR QUARRY STONE
210
200
190
180
170
-0.98%
STA. 151+00
ELEV. 207.20
V.C. 200'
STA. 158+25
ELEV. 200.10
V.C. 200'
-3.42
-6.51%
STA. 163+50
ELEV. 182.15
V.C. 300'
206.3 207.48
205.9 206.78
205.4 206.22
205.1 205.73
204.9 205.24
204.4 204.83
204.1 204.75
203.2 204.26
202.8 203.77
202.3 203.28
201.7 202.79
201.2 202.30
199.7 200.79
198.7 199.98
199.49
198.4 198.89
197.2 197.95
196.5 197.50
194.0 195.83
192.5 194.12
191.8 192.41
189.8 190.70
186.2 187.28
184.0 185.44
181.9 183.34
180.99
177.6 178.37
174.7 175.51
171.9 172.38
+42

B.M. No. 19 LEFT STA. 153+26 SPIKE IN ELM ELEVATION 203.09
B.M. No. 20 RIGHT STA. 157+63 S.W. CORNER CONCRETE BASE OF GAS PUMP ELEVATION 201.33

Series F No. 62C
Sheet 13 of 62

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	VT.	62C	1927	14	62

Wood Guard Rail Required
Left
Sta. 168+91 to 169+15 Length 24 ft.

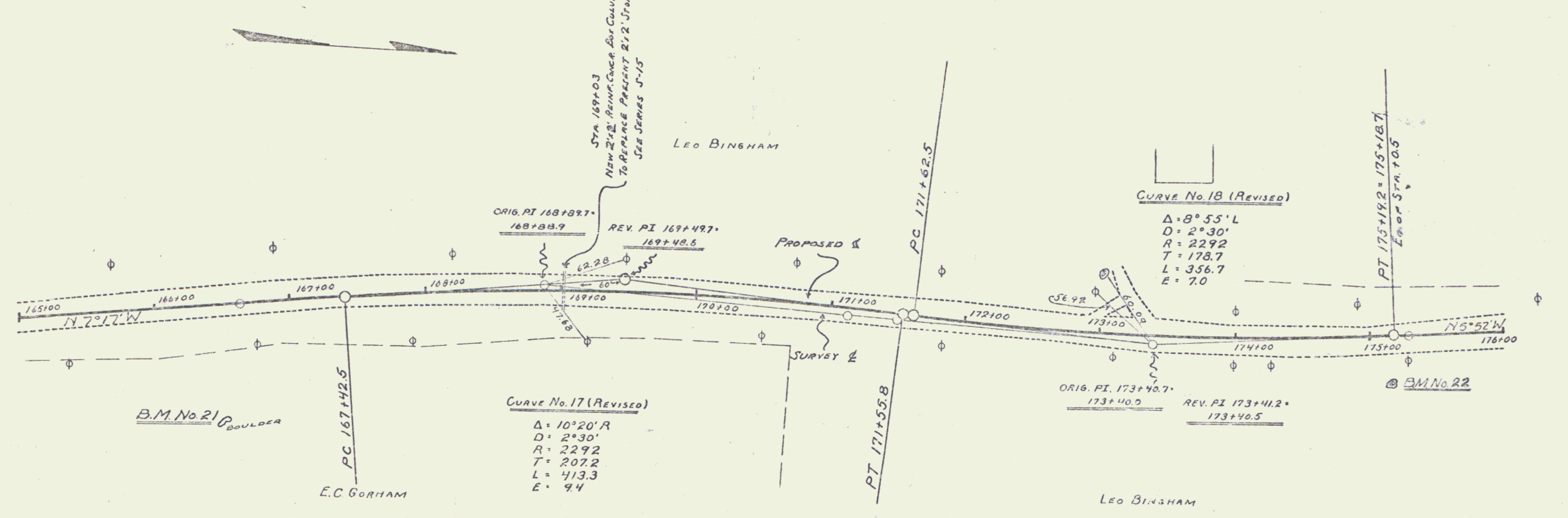
Total This Sheet 24 ft.

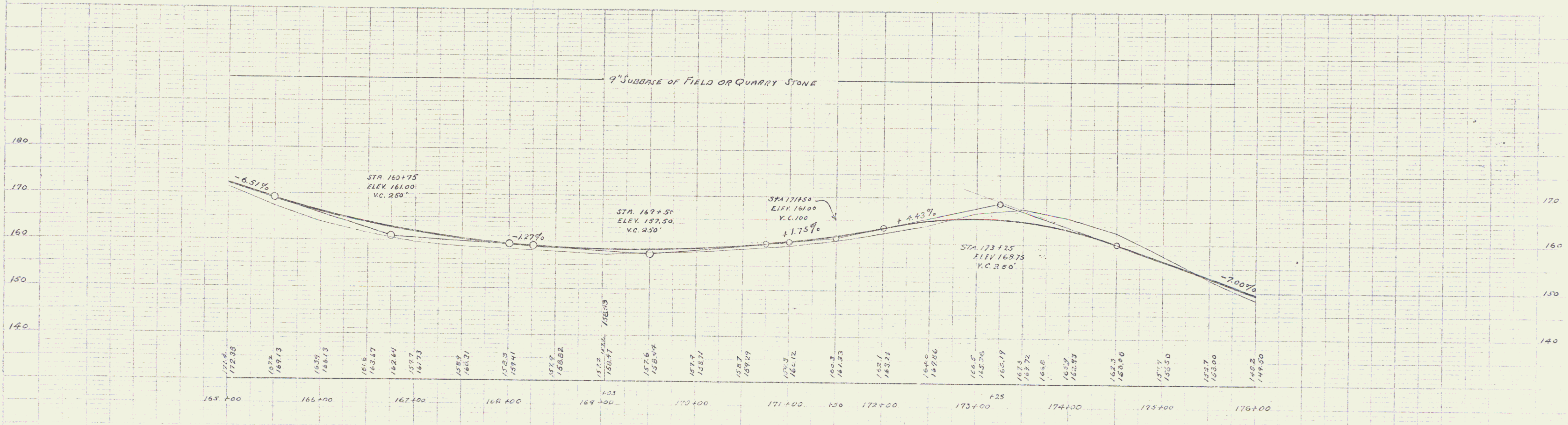
Cable Guard Rail Required
Right
Sta. 166+04 to 169+16 Length 312 ft.

Total This Sheet 312 ft.

New Culverts Required
Sta. 169+03 2'x2' Reinf. Concrete Box

Class A (1-2-4) Concrete	10.4 c.y.
Reinforcing Steel	663 lb.


Sta. 169+03
New 2'x2' Reinf. Conc. Box Culvert
To Replace Present 2'x2' Stone Box
See Series S-15
Leo Bingham
Orig. PI 168+89.7 = 168+88.9
Rev. PI 169+49.7 = 169+48.6
62.28
60
47.68
Proposed ℄
Survey ℄
PC 171+62.5
PT 171+55.8
PC 167+42.5
N 7°17' W
N 5°52' W
165+00
166+00
167+00
168+00
169+00
170+00
171+00
172+00
173+00
174+00
175+00
176+00
56.92
60.09
Curve No. 18 (Revised)
Δ = 8°55' L
D = 2°30'
R = 2292
T = 178.7
L = 356.7
E = 7.0
PT 175+19.2 = 175+18.7
Eq. of Sta. +0.5
Orig. PI 173+40.7 = 173+40.0
Rev. PI 173+41.2 = 173+40.5
BM No. 22
B.M. No. 21 Boulder
Curve No. 17 (Revised)
Δ = 10°20' R
D = 2°30'
R = 2292
T = 207.2
L = 413.3
E = 9.4
E.C. Gorham
Leo Bingham



B.M. No. 21 Right Sta. 166+46 Point of Boulder in Field Elevation 164.36
B.M. No. 22 Right Sta. 175+15 Spike in Elm Elevation 158.07

Series F No. 62C
Sheet 14 of 62

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	VT.	62C	1927	15	62

WOOD GUARD RAIL REQUIRED

RIGHT

STA. 179+15 TO 179+39	LENGTH	24FT.
STA. 184+45 TO 184+85	"	40FT.

LEFT

STA. 178+94 TO 179+18	LENGTH	24FT.
STA. 184+45 TO 184+85	"	40FT.

TOTAL THIS SHEET 128FT.

CABLE GUARD RAIL REQUIRED

RIGHT

STA. 180+50 TO 182+50 LENGTH 200FT.

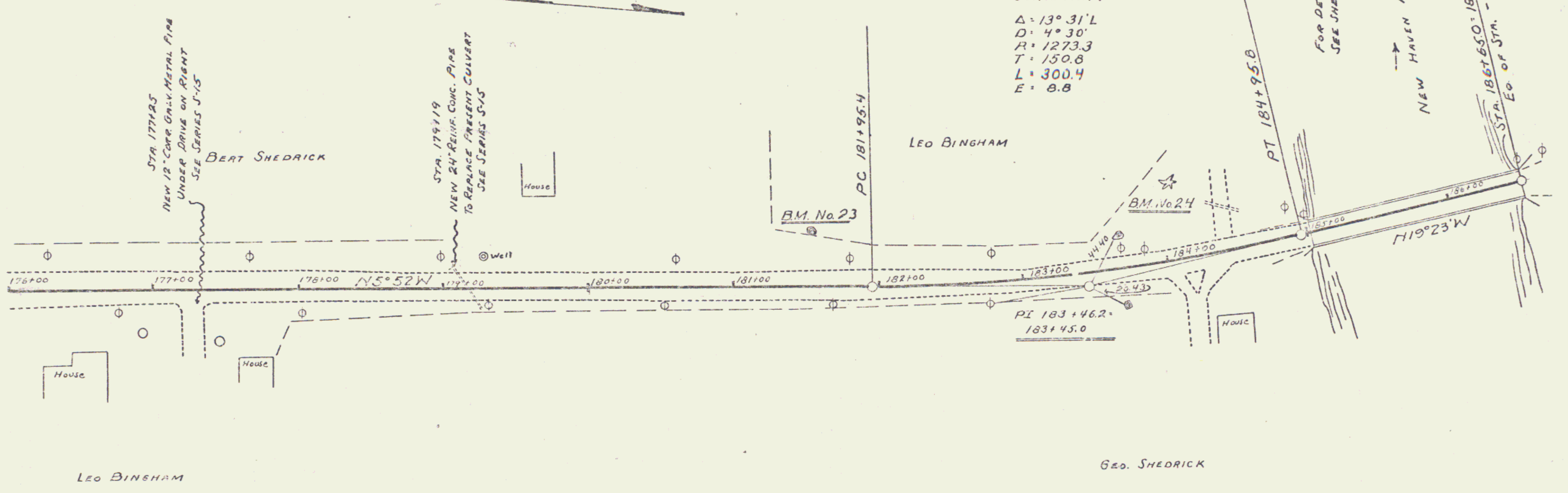
TOTAL THIS SHEET 200FT.

NEW CULVERTS REQUIRED

STA 179+19 24" REINF. CONCRETE PIPE LENGTH	40FT.
CLASS B (1-2½-5) CONCRETE	5.2FT.
REINFORCING STEEL	50LB.

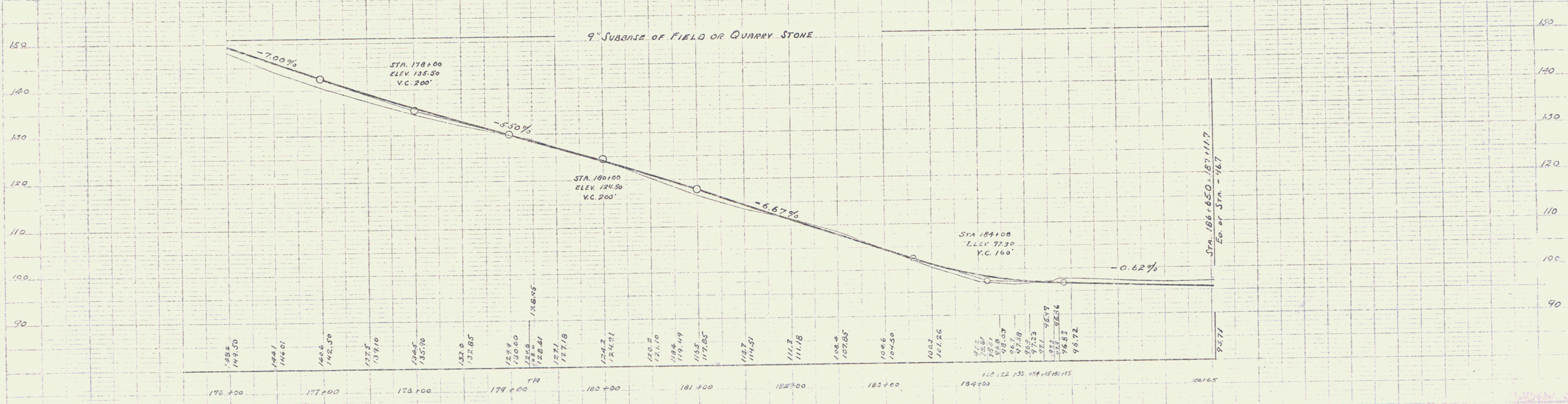
NEW CULVERTS REQUIRED

STA. 177+25 LEFT 12" CORR. GALV. METAL PIPE LENGTH	28FT
CLASS B (1-2½-5) CONCRETE	1.5C.Y.
REINFORCING STEEL	33 LB.


STA. 177+25
NEW 12" CORR. GALV. METAL PIPE
UNDER DRIVE ON RIGHT
SEE SERIES S-15
BERT SHEDRICK
STA. 179+19
NEW 24" REINF. CONC. PIPE
TO REPLACE PRESENT CULVERT
SEE SERIES S-15
HOUSE
WELL
PC 181+95.4
B.M. No. 23
LEO BINGHAM
B.M. No. 24
PT 184+95.8
FOR DETAILS OF BRIDGE
SEE SHEETS #20 TO 26
NEW HAVEN RIVER
STA. 186+65.0 = 187+11.7
EQ. OF STA. -46.7
176+00
177+00
178+00
N5°52'W
179+00
180+00
181+00
182+00
183+00
184+00
185+00
186+00
N19°23'W
44.40
20.43
PI 183+46.2 = 183+45.0
HOUSE
HOUSE
LEO BINGHAM
GEO. SHEDRICK

CURVE No. 19

Δ = 13° 31' L
D = 4° 30'
R = 1273.3
T = 150.8
L = 300.4
E = 8.8



B.M. No. 23 LEFT STA. 181+50 SPIKE IN 16" ELM ELEVATION 117.97
B.M. No. 24 LEFT STA. 184+08 SPIKE IN 14" PINE ELEVATION 102.34

Series F No. 62C
Sheet ⑮ of 62

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	VT.	62C	1927	16	62

WOOD GUARD RAIL REQUIRED

RIGHT

STA 187+12 TO 187+44	LENGTH	32 FT.
STA. 195+38 TO 195+62	"	24 FT
STA 199+66 TO 199+80	"	24 FT.
STA 198+95 TO 199+07	"	24 FT

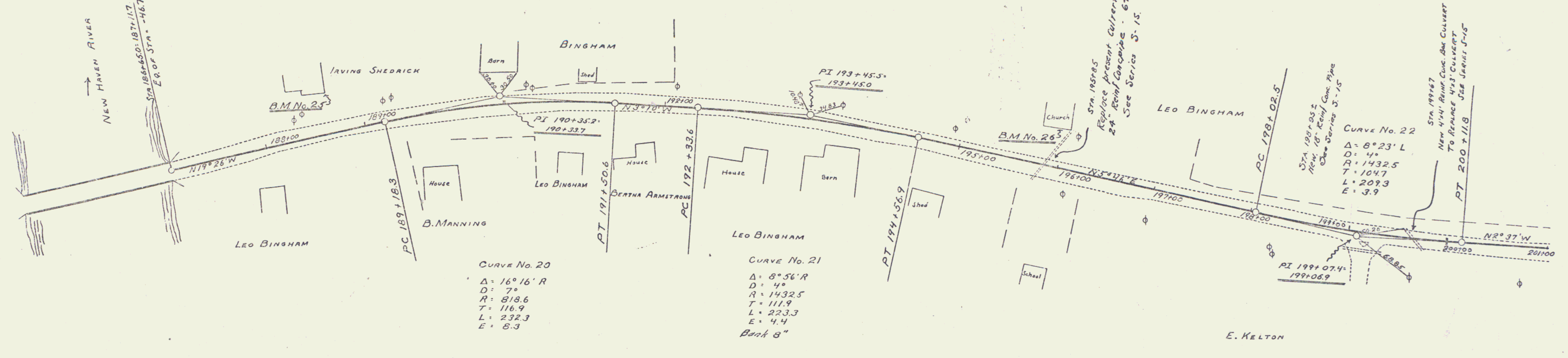
LEFT

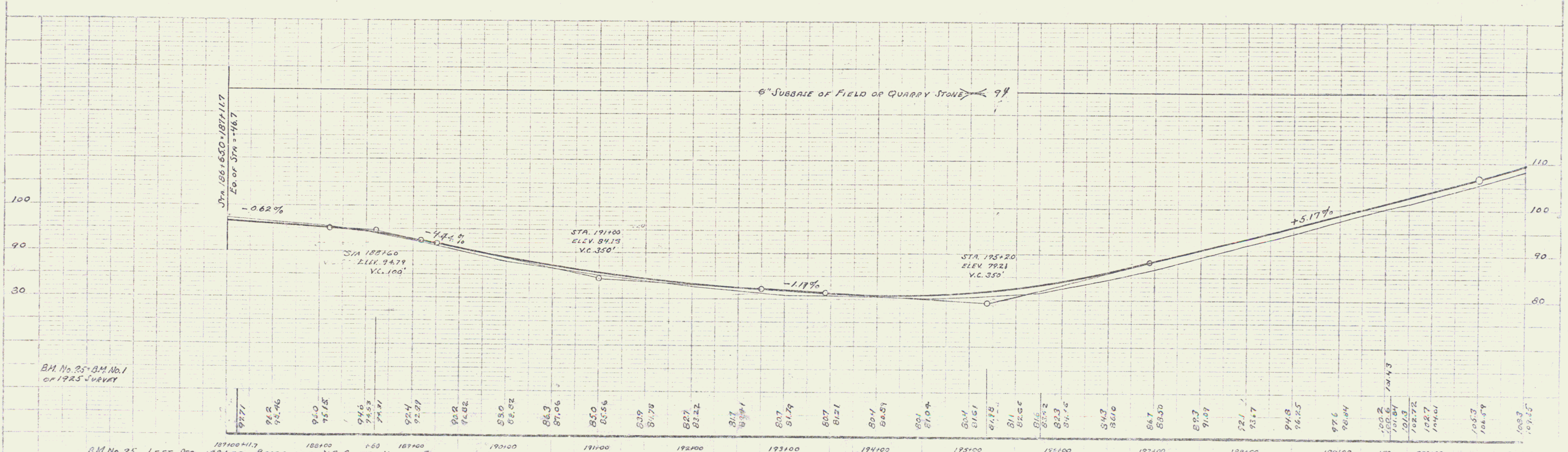
STA. 187+12 TO 187+52	LENGTH	40 FT.
STA. 195+38 TO 195+62	"	24 FT.
STA 199+43 TO 199+67	"	24 FT.
STA 198+95 TO 199+07		24
TOTAL THIS SHEET		216 FT.

NEW CULVERTS REQUIRED

STA. 195+85 24" REINF. CONCRETE PIPE 64 ft Length
CLASS A (1-2-4) CONCRETE 4.1 C.Y.
REINFORCING STEEL 33 LB.
STA 199+67 4'x4' REINF. CONCRETE BOX
CLASS A (1-2-4) CONCRETE 23.8 C.Y.
REINFORCING STEEL 1550 LB.
STA. 198+95 ~~1~~8" Reinf Conc. Pipe 36 ft. Length
Class A. (1-2-4) Concrete 2.7 C.Yds
Reinforcing Steel 33 lbs.

Standard Underdrain Sta. 197+00 to 201 - 400 L. ft. on left.


NEW HAVEN RIVER
STA 186+65.0 = 187+11.7
EQ. OF STA = -46.7
N19°26'W
188+00
189+00
B.M. No. 25
IRVING SHEDRICK
Barn
Shed
BINGHAM
30.50
30.50
PI 190+35.2 = 190+33.7
N3°10'W
192+00
House
LEO BINGHAM
B. MANNING
BERTHA ARMSTRONG
PC 189+18.3
PT 191+50.6
PC 192+33.6
LEO BINGHAM
CURVE No. 20
Δ = 16°16' R
D = 7°
R = 818.6
T = 116.9
L = 232.3
E = 8.3
PI 193+45.5 = 193+45.0
10.40
34.83
House
Barn
Shed
PT 194+56.9
CURVE No. 21
Δ = 8°56' R
D = 4°
R = 1432.5
T = 111.9
L = 223.3
E = 4.4
Bank 8"
195+00
196+00
197+00
N5°46'E
Church
B.M. No. 26
School
STA. 195+85
Replace present Culvert by 24" Reinf Concpipe - 64 ft.
See Series S-15.
LEO BINGHAM
PC 198+02.5
STA. 198+95 ±
New 18" Reinf Conc. Pipe
See Series S-15
CURVE No. 22
Δ = 8°23' L
D = 4°
R = 1432.5
T = 104.7
L = 209.3
E = 3.9
STA. 199+67
NEW 4'x4' REINF. CONC. BOX CULVERT
TO REPLACE 4'x3' CULVERT
SEE SERIES S-15
PT 200+11.8
198+00
199+00
50.26
68.85
PI 199+07.4 = 199+06.9
200+00
201+00
N2°37'W
E. KELTON



B.M. No. 25 = B.M. No. 1 OF 1925 SURVEY

B.M. No. 25 LEFT STA. 188+79 BASEBOARD N.E. CORNER HOUSE ELEVATION 100.00

B.M. No. 26 LEFT STA. 196+00 TOP OF MARBLE STEP S.W. CORNER OF CHURCH ELEVATION 79.53

W.E.W.
A.R.C.P.A.M.
W.B. McALLISTER 3-27

SERIES E No 62C
Sheet ⑯ of 62

15

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
		62C	1927	17	62

GUARD RAIL REQUIRED

LEFT

STA. 214+88 to 215+12		24 ft.

RIGHT

STA. 214+88 to 215+12		24 ft.
	TOTAL THIS SHEET	48 ft.

NEW CULVERTS REQUIRED

STA. 215+00 18" Reinforced Concrete Pipe Length 32 ft.

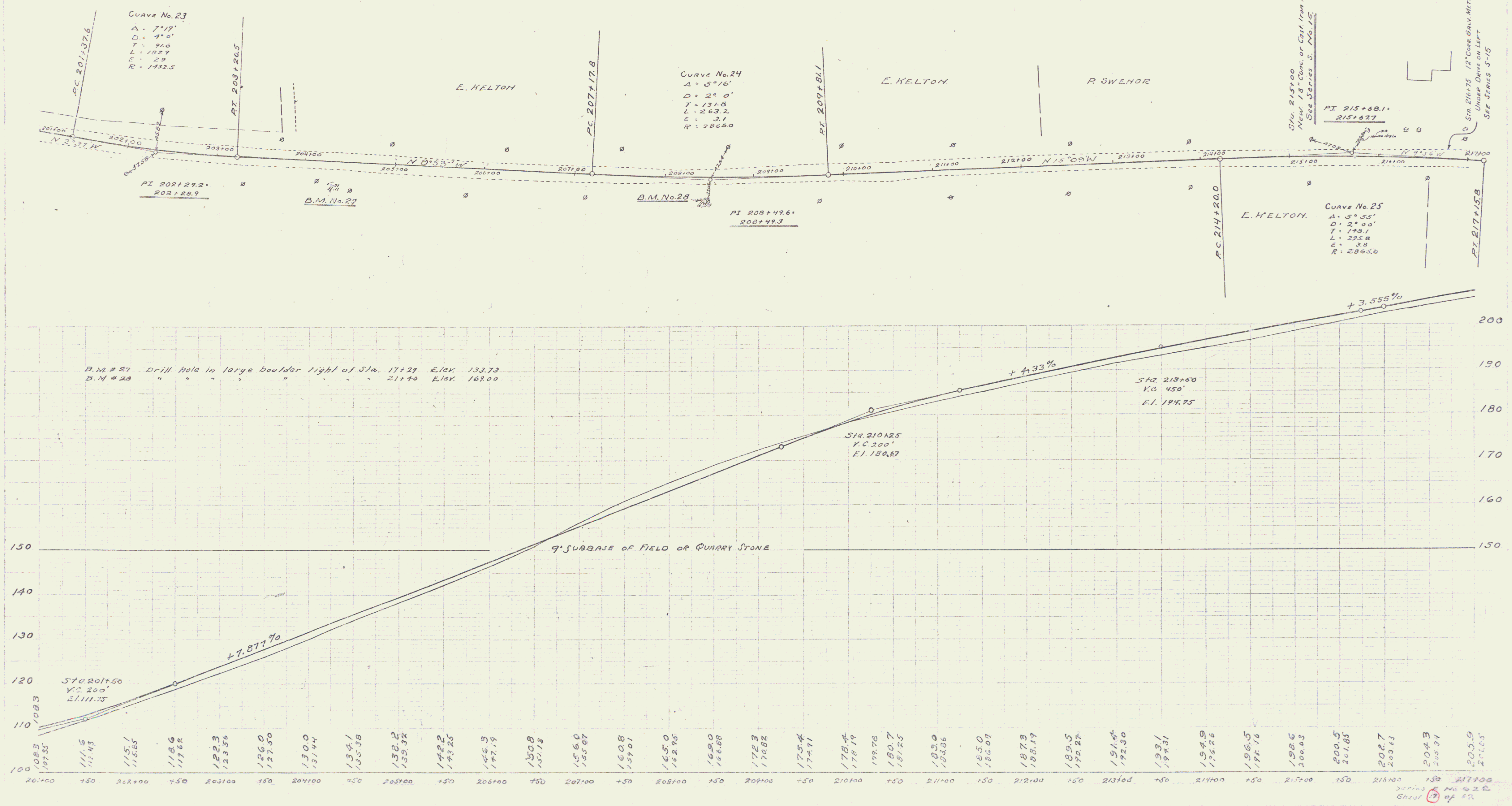
Class B Conc. (1-2½-5)	2.7 C.Y.
Reinf. Steel	33 lb.

NEW CULVERTS REQUIRED

STA. 216+75 LEFT 12" CORR. GALV. METAL PIPE LENGTH 24FT.

CLASS B(1-2½-5) CONCRETE	1.5 C.Y.
REINFORCING STEEL	33 LB.

Standard Underdrain on left Sta. 201+00 to 202 - 100 L.ft.


Curve No. 23
Δ = 7°19'
D = 4° 0'
T = 91.6
L = 182.9
E = 2.9
R = 1432.5
P.C. 201+37.6
P.T. 203+20.5
P.C. 207+17.8
P.I. 209+81.1
P.C. 214+20.0
P.T. 217+15.8
Curve No. 24
Δ = 5°16'
D = 2° 0'
T = 131.8
L = 263.2
E = 3.1
R = 2865.0
Curve No. 25
Δ = 5°55'
D = 2°00'
T = 148.1
L = 295.8
E = 3.8
R = 2865.0
E. KELTON
E. KELTON
P. SWENOR
E. KELTON.
N 2°37' W
N 8°53' W
N 15°09' W
N 9°56' W
PI 202+29.2 = 202+28.9
PI 208+49.6 = 208+49.3
PI 215+68.1 = 215+67.7
B.M. No. 27
B.M. No. 28
House drain
Sta. 215+00 New 18" Conc. or Cast Iron Pipe Culv. See Series S. No. 15.
STA. 216+75 12" CORR. GALV. METAL PIPE UNDER DRIVE ON LEFT SEE SERIES S-15
201+00
202+00
203+00
204+00
205+00
206+00
207+00
208+00
209+00
210+00
211+00
212+00
213+00
214+00
215+00
216+00
217+00
9" SUBBASE OF FIELD OR QUARRY STONE
+7.877%
+4.33%
+3.555%
Sta. 201+50
V.C. 200'
El. 111.75
Sta. 210+25
V.C. 200'
El. 180.67
Sta. 213+50
V.C. 450'
El. 194.75
100
110
120
130
140
150
160
170
180
190
200
108.3 107.95
111.6 112.43
115.1 115.85
118.6 119.62
122.3 123.56
126.0 127.50
130.0 131.44
134.1 135.38
138.2 139.32
142.2 143.25
146.3 147.19
150.8 151.13
156.0 155.07
160.8 159.01
165.0 162.95
169.0 166.88
172.3 170.82
175.4 174.71
178.4 178.19
179.78
180.7 181.25
183.0 183.86
185.0 186.07
187.3 188.19
189.5 190.27
191.4 192.30
193.1 194.31
194.9 196.26
196.5 198.16
198.6 200.03
200.5 201.85
202.7 203.63
204.3 205.34
205.9
201+00
+50
202+00
+50
203+00
+50
204+00
+50
205+00
+50
206+00
+50
207+00
+50
208+00
+50
209+00
+50
210+00
+50
211+00
+50
212+00
+50
213+00
+50
214+00
+50
215+00
+50
216+00
+50
217+00

B.M. #27 Drill hole in large boulder right of Sta. 17+29 Elev. 133.73
B.M. #28 " " " " " " " 21+40 Elev. 169.00

W.E.W.
A.R.C.

Series E No. 62 B
Sheet ⑰ of 62

16

GUARD RAIL REQUIRED

LEFT

STA. 231+77 to 232+01 = 24 ft.

RIGHT

STA. 231+77 to 232+01 = 24 ft.

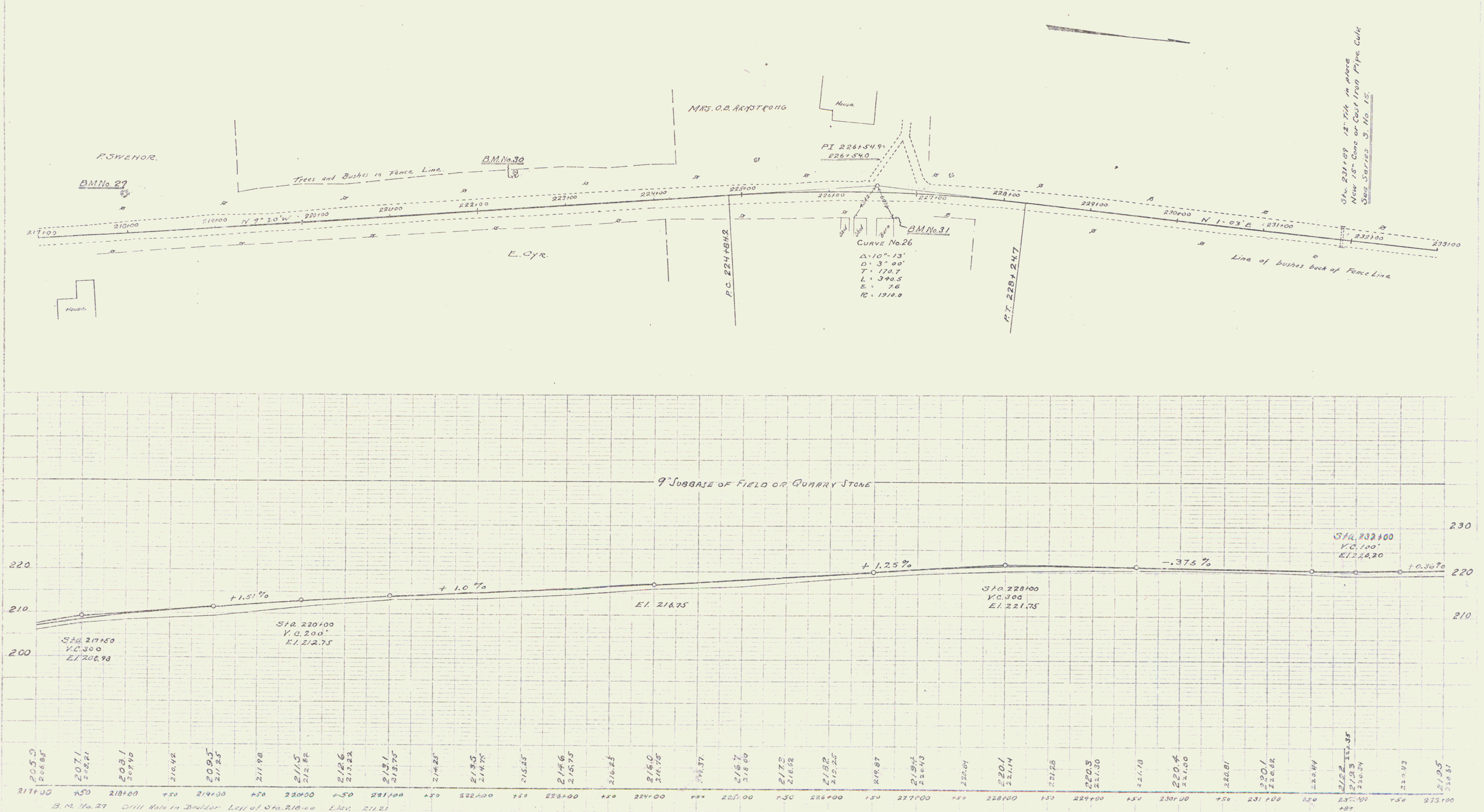
TOTAL THIS SHEET 48 ft.

NEW CULVERTS REQUIRED

STA. 231+89 15" Reinforced Concrete Pipe Length 32 ft.

Class B Conc. (1-2½-5)	2.1	C.y.
Reinf. Steel	33	lb.

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	VT.	62C	1927	18	62


MRS. O.B. ARMSTRONG
House
P. SWENOR.
B.M. No. 29
B.M. No. 30
Trees and Bushes in Fence Line.
PI 226+54.9= 226+54.0
B.M. No. 31
Shed
Shed
Barn
CURVE No. 26
Δ = 10°-13'
D = 3° 00'
T = 170.7
L = 340.5
E = 7.6
R = 1910.0
N 9° 20' W
N 1°-03' E
E. CYR.
House
P.C. 224+84.2
P.T. 228+24.7
Line of bushes back of Fence Line
Sta. 231+89 12" Tile in place
New 15" Conc. or Cast Iron Pipe Culv.
See Series 3. No. 15.
217+00
218+00
219+00
220+00
221+00
222+00
223+00
224+00
225+00
226+00
227+00
228+00
229+00
230+00
231+00
232+00
233+00
9" SUBBASE OF FIELD OR QUARRY STONE
+1.51%
+1.0%
+1.25%
-.375%
+0.30%
Sta. 217+50 V.C. 300 El. 208.98
Sta. 220+00 V.C. 200' El. 212.75
El. 216.75
Sta. 228+00 V.C. 300 El. 221.75
Sta. 232+00 V.C. 100' El. 220.20
200
210
220
230

B.M. No. 29 Drill Hole in Boulder Left of Sta. 218+00 Elev. 211.21

B.M. No. 30 Spike in 24" Elm Left of Sta. 222+44 Elev. 215.54

B.M. No. 31 N.W. Cor. Concrete Post Under N.W. Cor. of Barn Sta. 226+75 Elev. 220.31

Series E No. 62 C.

Sheet ⑱ of 62

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	VT.	62C	1927	19	27

GUARD RAIL REQUIRED

LEFT

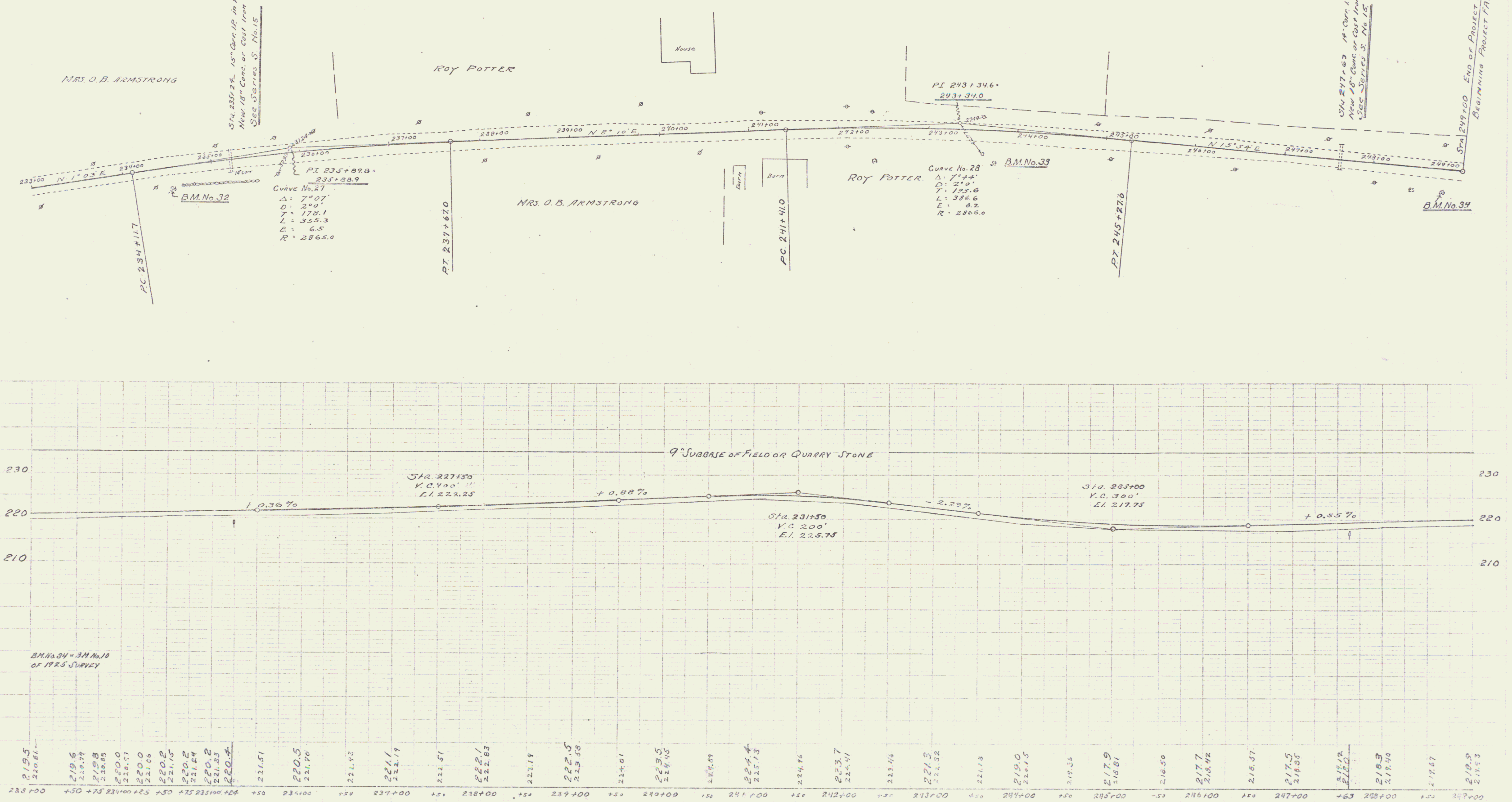
STA. 235+12 to 235+36 = 24 ft
STA. 247+51 to 247+75 = 24 ft.

RIGHT

STA. 235+12 to 235+36 = 24 ft.
STA. 247+51 to 247+75 = 24
TOTAL THIS SHEET 96 ft

NEW CULVERTS REQUIRED

STA 235+24 18" Reinforced Concrete Pipe Length 32 ft.
Class B. Conc. (1-2½-5) 2.7 Cy.
Reinf. Steel 33 lb.
STA 247+63 18" Reinforced Concrete Pipe Length 32 ft.
Class B. Conc. (1-2½-5) 2.7 Cy.
Reinf. Steel 33 lb.


W.E.W.
A.R.C.
Sta. 235+24 15" Corr. I.P. in place.
New 18" Conc. or Cast Iron Pipe Culv.
See Series S. No. 15
MRS. O.B. ARMSTRONG
ROY POTTER
House
Barn
Barn
233+00
N 1°03' E.
234+00
235+00
236+00
237+00
238+00
239+00
N 8° 10' E.
240+00
241+00
242+00
243+00
244+00
245+00
246+00
N 13° 34' E.
247+00
248+00
249+00
14" Corr.
312A
309.5
PI 235+89.8 = 235+88.9
Curve No. 27
Δ = 7°07'
D = 2°0'
T = 178.1
L = 355.3
E = 6.5
R = 2865.0
B.M. No. 32
PC 234+11.7
PT 237+67.0
MRS. O.B. ARMSTRONG
PC 241+41.0
PI 243+34.6 = 243+34.0
271.9
ROY POTTER.
Curve No. 28
Δ = 7°44'
D = 2°0'
T = 193.6
L = 386.6
E = 6.2
R = 2865.0
B.M. No. 33
PT 245+27.6
Sta. 247+63 14" Corr. I.P. in place.
New 18" Conc. or Cast Iron Pipe Culv.
See Series S. No. 15.
Sta 249+00 End of Project FAP62C
Beginning Project FAP62B
B.M. No. 34
9" SUBBASE OF FIELD OR QUARRY STONE
230
220
210
Sta. 237+50
V.C. 400'
El. 222.25
+0.36%
+0.88%
Sta. 231+50
V.C. 200'
El. 225.75
-2.29%
Sta. 245+00
V.C. 300'
El. 217.75
+0.55%
B.M. No. 34 = B.M. No. 10
of 1925 SURVEY
219.5
220.61
219.6
220.79
219.8
220.85
220.0
220.97
220.0
221.06
220.2
221.15
220.2
221.24
220.2
221.33
220.4
221.51
220.5
221.70
221.93
221.1
222.19
222.51
222.1
222.83
233+00
+50
+75
234+00
+25
+50
+75
235+00
+24
+50
236+00
+50
237+00
+50
238+00
+50
239+00
+50
240+00
+50
241+00
+50
242+00
+50
243+00
+50
244+00
+50
245+00
+50
246+00
+50
247+00
+63
248+00
+50
249+00
219.12
218.0
218.3
219.40
219.57
218.5
219.53

B. M. No. 32 Spike in 10" Elm. Right of Sta. 235+55 Elev. 222.57
B. M. No. 33 Spike in 20" Elm Right of Sta. 243+74 Elev. 220.45
B. M. No. 34 Spike in 18" Elm Right of Sta. 248+76 Elev. 220.48

Series F No. 62 C
Sheet 18 of 27

18

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	VT.	NRM 62D	1933	1	36

INDEX OF SHEETS

SHEET NO. 1 TITLE PAGE
" " 2 TYPICAL CROSS-SECTION OF IMPROVEMENT } ONE COURSE CEMENT CONCRETE PAVEMENT
" " 3A DETAILS OF CONSTRUCTION
" " 3 BANKING AND WIDENING TABLES
" " 5-9 PLAN AND PROFILE SHEETS
" " 10 S'T'D STRUCTURE SHEET S-29
" " 11 " " " S 31
" " 12 " " " SB-11
" " 13-36 CROSS SECTIONS
" " 6-A PLAN AND PROFILE SHEET

RIGHT-OF-WAY DIVISION
TOWN FILE
PERPETUAL
Town of Rte US 7
(To Be Returned To R.O.W. Division)

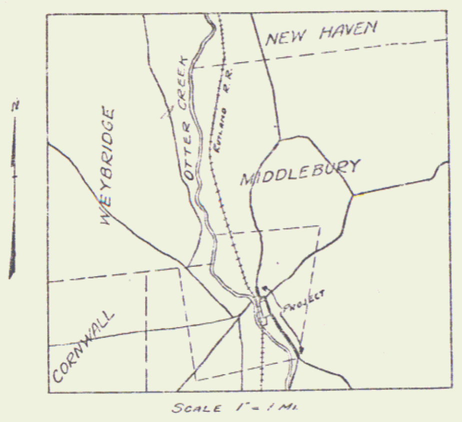
STATE OF VERMONT
STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY

VILLAGE OF MIDDLEBURY

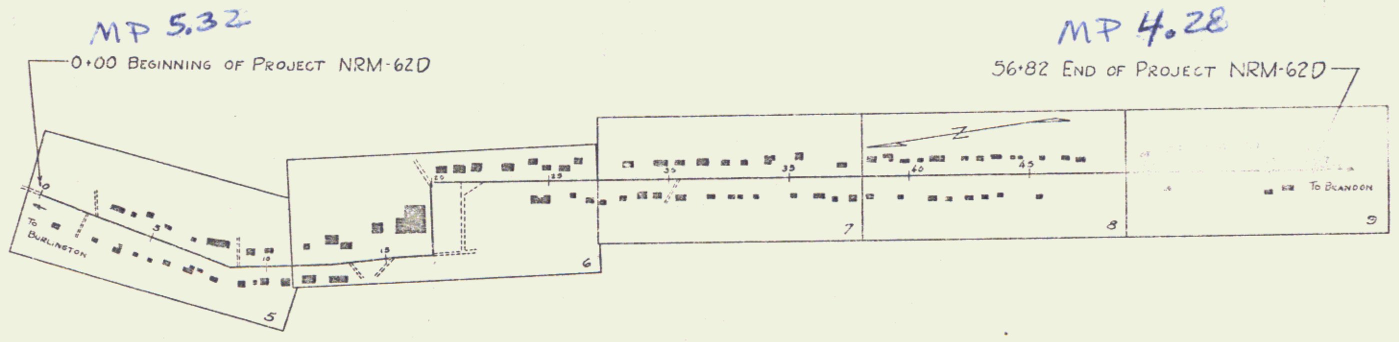
US Route 7
NO. PLEASANT, WASHINGTON & COURT ST.
FROM 220 FT. NORTH OF ELM ST. INTERSECTION
SOUTH 1.076 MILES TO 150 FT. ± NORTH
OF THE INTERSECTION AT THE CREEK ROAD

NATIONAL RECOVERY MUNICIPAL PROJECT
LENGTH 5682.0 FT. = 1.076 MILES



SCALE 1" = 1 MI.

MP 5.32
MP 4.28


0+00 BEGINNING OF PROJECT NRM-62D
56+82 END OF PROJECT NRM-62D
TO BURLINGTON
TO BRANDON
5
6
7
8
9
10
15
20
25
35
45
60

APPROVED: OCT. 28, 1933
H E Sargent
COMMISSIONER OF HIGHWAYS
SUBMITTED BY ORDER OF THE STATE HIGHWAY BOARD

SCALES
TITLE 1" = 400'
PLAN 1" = 50'
PROFILE HOR 1" = 50'
VERT 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 standard road and bridge specifications of 1930 with all subsequent approved revisions and such specifications and special provisions as are submitted with the plans.

Proj NRM 62D

RECOMMENDED [redacted]
DISTRICT ENGINEER
BUREAU OF PUBLIC ROADS

RECOMMENDED FOR APPROVAL [redacted]
CHIEF ENGINEER
BUREAU OF PUBLIC ROADS

APPROVED [redacted]
DIRECTOR - BUREAU OF PUBLIC ROADS

CONVENTIONAL SIGNS

- COUNTY LINE
- TOWN LINE
- FENCE LINE
- STONE WALL
- UNFENCED PROPERTY
- GUARD RAIL
- TRAVELED WAY
- RAILROAD
- RETAINING WALL
- CENTER LINE — 30 — PC 30+98
- SURVEY LINE
- CULVERT
- DROP INLET
- TROLLEY POLE
- POWER POLE
- TELEPHONE POLE
- TREES
- HEDGE

GROUND ELEVATION — DATUM 126.8 LINE
GRADE ELEVATION — DATUM 127.8 LINE

CURVE DATA

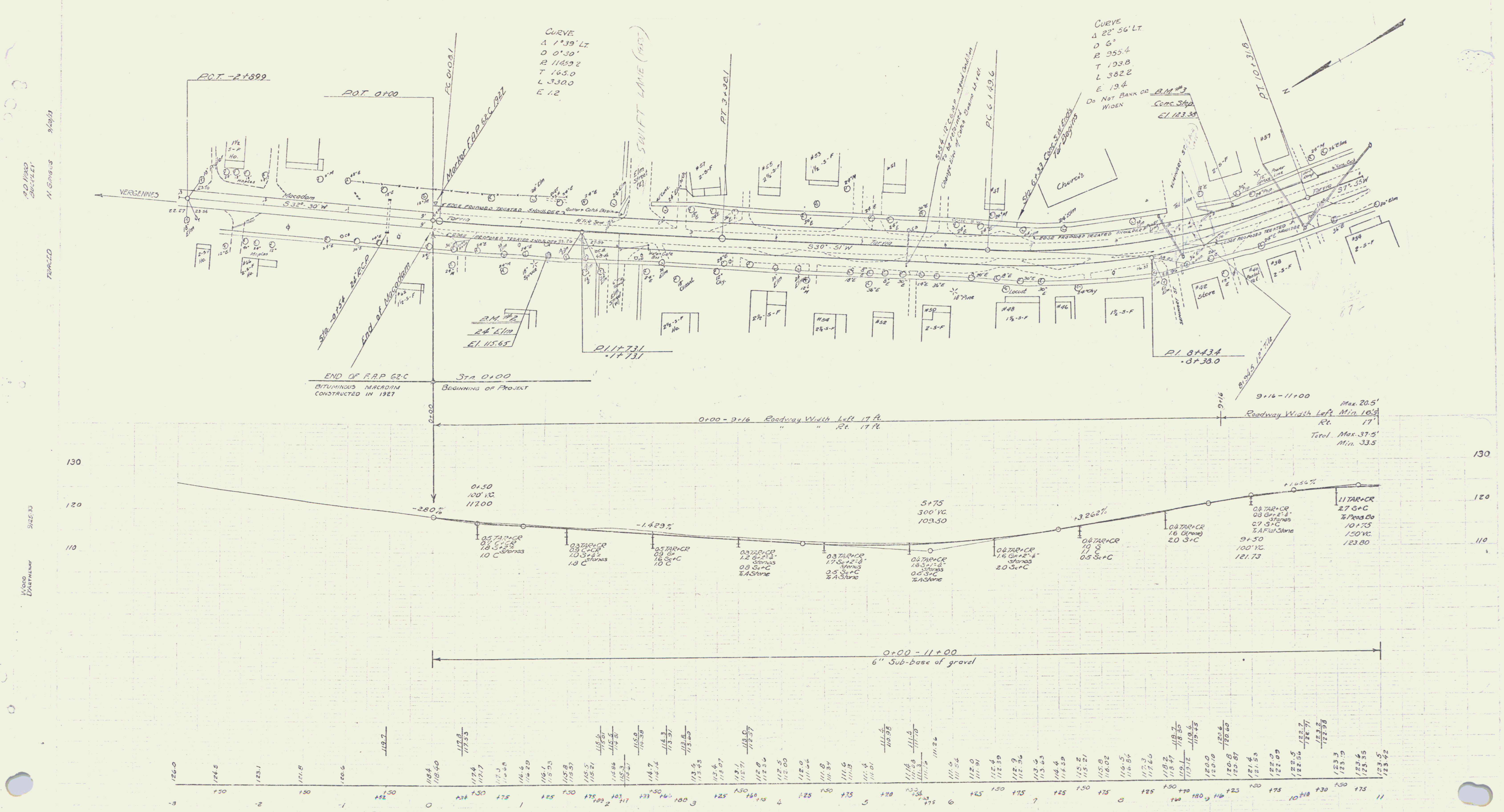
DEFLECTION ANGLE	Δ
DEGREE OF CURVE	D.
RADIUS OF CURVE	R.
TANGENT DISTANCE	T.
LENGTH OF CURVE	L.
EXTERNAL DISTANCE	E.
POINT OF INTERSECTION	P. I.
POINT OF CURVE	P. C.
POINT OF TANGENT	P. T.
POINT ON TANGENT	P.O.T.

CORRECT ______
ROAD ENGINEER

SERIES F NRM NO. 62D FILED
SHEET 1 OF 36

IMPERIAL TRACING CLOTH

NRM
62-D 1933 5 36


VERGENNES
Macadam
S 32° 30' W
P.O.T. -2+89.9
P.O.T. 0+00
P.C. 0+08.1
Marker F.A.P. 62-C 1927
CURVE
Δ 1°39' LT.
D 0°30'
R 11459.2
T 165.0
L 330.0
E 1.2
SWIFT LANE (1953)
P.T. 3+30.1
P.C. 6+49.6
S 30° 51' W
CURVE
Δ 22° 56' LT.
D 6°
R 955.4
T 193.8
L 382.2
E 19.4
Do Not Bank or Widen
B.M. #3
Conc. Step
El. 123.38
P.T. 10+31.8
Church
Store
Sta. -0+54 24" C.C.P.
End of Macadam
B.M. #2
24" Elm
El. 115.65
P.I. 1+73.1
=1+73.1
P.I. 8+43.4
=8+38.0
8+94.5 12" Tile
END OF F.A.P. 62-C
BITUMINOUS MACADAM CONSTRUCTED IN 1927
STA. 0+00
BEGINNING OF PROJECT
0+00
0+00 - 9+16 Roadway Width Left 17 ft.
" " Rt. 17 ft.
9+16
9+16 - 11+00
Roadway Width Left Max. 20.5' Min. 16.5
Rt. 17'
Total Max. 37.5' Min. 33.5
130
120
110
0+50
100' V.C.
117.00
-2.80%
-1.429%
5+75
300' V.C.
109.50
+3.262%
+1.656%
9+50
100' V.C.
121.73
1.1 TAR+CR
2.7 S+C
To Prob. Bo
10+75
150' V.C.
123.80
0.4 TAR+CR
1.6 G (POOR)
2.0 S+C
0.4 TAR+CR
0.8 Gr+2"-4" Stones
0.7 S+C
To A Flat Stone
0+00 - 11+00
6" Sub-base of gravel
-3
-2
-1
0
1
2
3
4
5
6
7
8
9
10
11

B.M. #2 SPIKE IN ROOT OF 24" ELM 28 FT. RIGHT OF STA. 1+35 ELEV. 115.65
B.M. #3 SPOT ON CONCRETE STEP 24 FT. LEFT OF STA. 9+43 ELEV. 123.38

SERIES NRM NO. 62-D
SHEET ⑤ OF 36

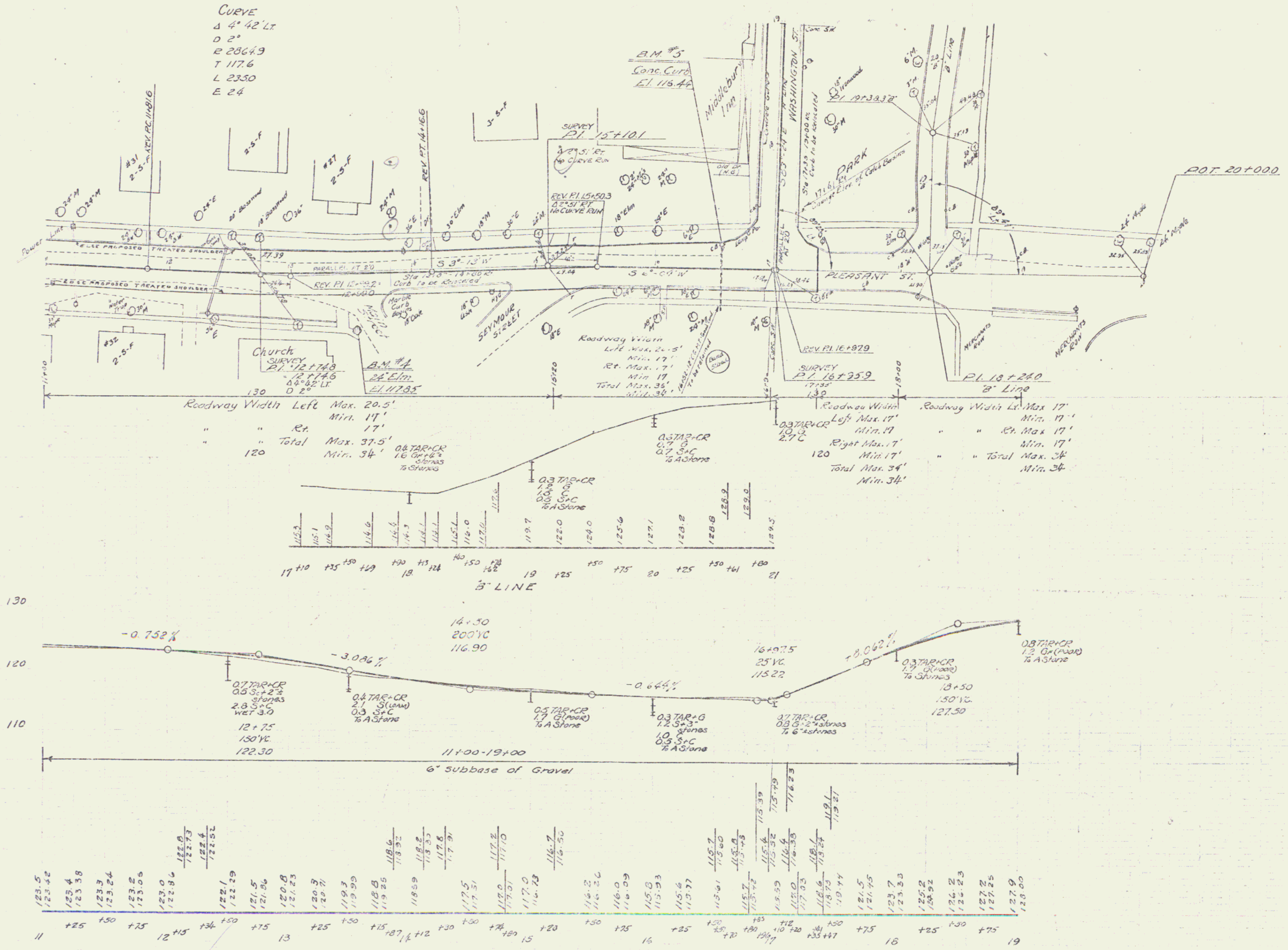
20

NRM
62-D 1933 6 36

A.D. WOOD
Buckley

N. GRIGGS 2/29/33

TRACED


CURVE
Δ 4° 42' LT.
D 2°
R 2864.9
T 117.6
L 235.0
E 2.4
REV. P.C. 11+81.6
#31 2-5-F
#27 2-5-F
Power Line
EDGE PROPOSED TREATED SHOULDER
PARALLEL AT 2.0
REV. P.I. 12+99.2 = 12+99.0
Sta 13+87 - 14+80 Rt. Curb to be Reset
S 3°-13' W
S 6°-09' W
SURVEY P.I. 15+10.1
REV. P.I. 15+50.3
B.M. #5 Conc. Curb El. 116.44
WASHINGTON ST.
PLEASANT ST.
PARK
P.I. 18+38.8
P.O.T. 20+00.0
SEYMOUR STREET
Marble Curb Begins
Church
SURVEY P.I. 12+74.8 = 12+74.6 Δ4°42' LT. D 2°
B.M. #4 24" Elm El. 117.85
#32 2-5-F
Roadway Width Left Max. 20.5' Min. 17' Rt. Max. 17' Min. 17 Total Max. 36' Min. 34'
Band Stand
REV. P.I. 16+97.9
SURVEY P.I. 16+35.9
P.I. 18+24.0 "B" Line
MERCHANTS ROW
Roadway Width Left Max. 20.5' Min. 17' " " Rt. 17' " " Total Max. 37.5' Min. 34'
Roadway Width Left Max. 17' Min. 17 Right Max. 17' Min. 17' Total Max. 34' Min. 34'
Roadway Width Lt. Max 17' Min. 17' " " Rt. Max 17' Min. 17' " " Total Max. 34' Min. 34
0.4 TAR+CR 1.6 Gr+4" Stones To Stones
0.3 TAR+CR 1.2 G 1.6 C 0.5 S+C To A Stone
0.3 TAR+CR 0.7 G 0.7 S+C To A Stone
0.3 TAR+CR 1.0 G 2.7 C
"B" LINE
130
120
110
-0.752%
-3.086%
-0.644%
+8.062%
14+50 200' VC 116.90
16+97.5 25' VC 115.22
18+50 150' VC 127.30
12+25 150' VC 122.30
0.7 TAR+CR 0.5 Sc+2" stones 2.8 S+C Wet 3.0
0.4 TAR+CR 2.1 G (poor) 0.5 S+C To A Stone
0.5 TAR+CR 1.7 G (poor) To A Stone
0.3 TAR+G 1.2 S+3" Stones 1.0 S+C To A Stone
0.3 TAR+CR 0.8 G+2" stones To 6" stones
0.3 TAR+CR 1.7 G (poor) To Stones
0.8 TAR+CR 1.2 Gr (poor) To A Stone
11+00 - 19+00
6" Subbase of Gravel

B.M. #4 SPIKE IN ROOT OF 20" ELM 46 FT. RIGHT OF STA. 13+50 ELEV. 117.85

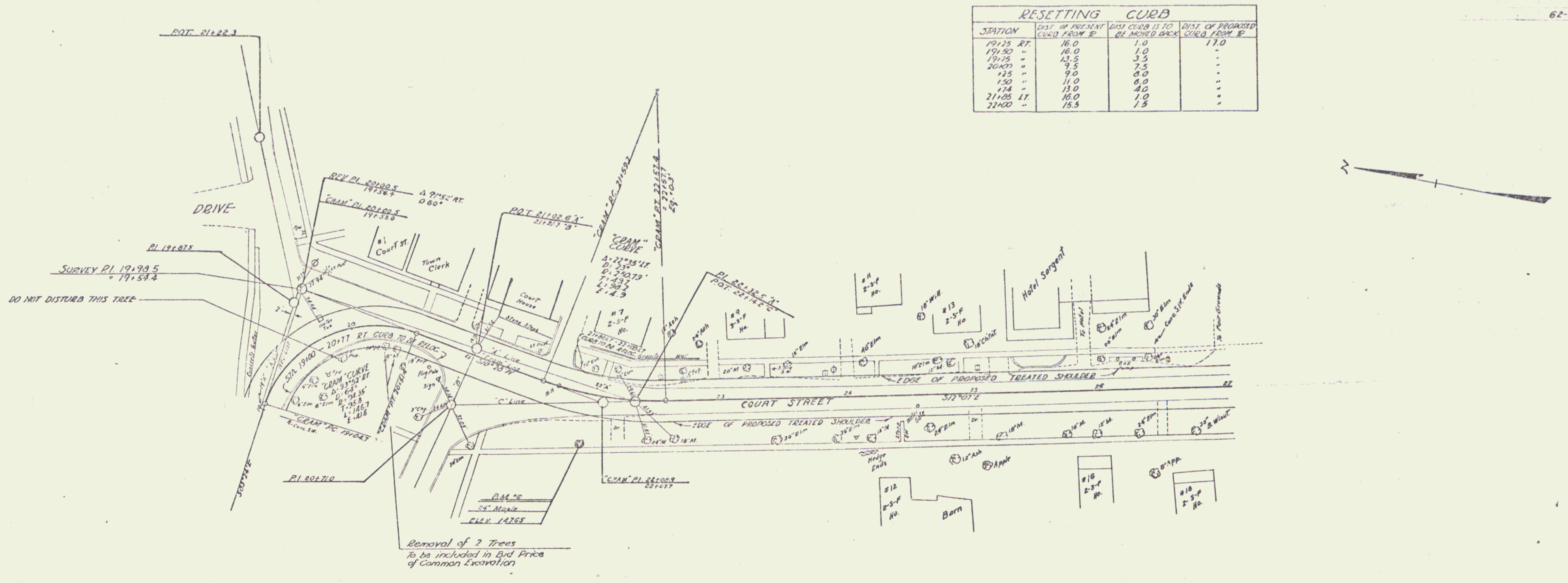
B.M. #5 SPOT ON CONC. CURB 21.6 FT. LEFT OF STA. 16+49 ELEV. 116.44

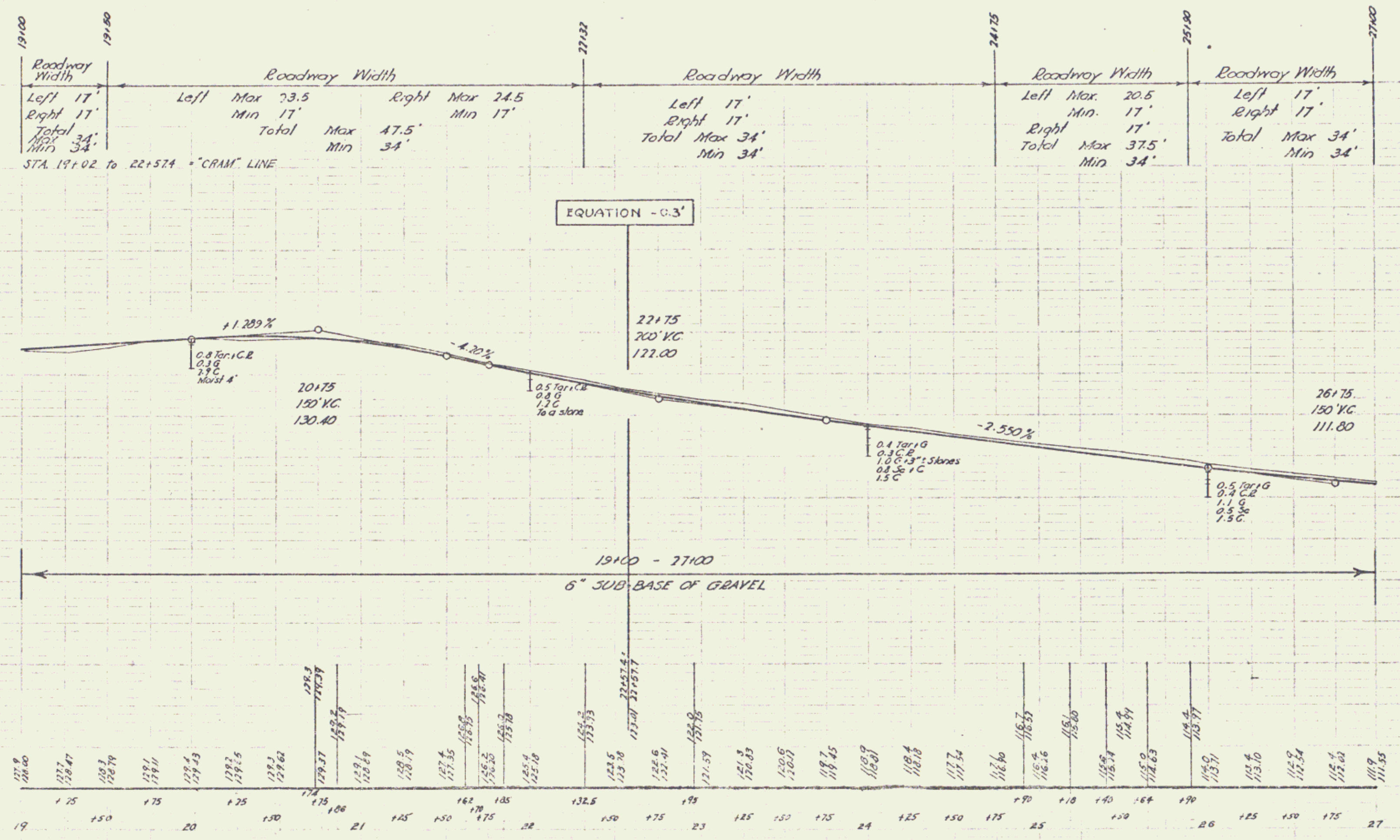
RESETTING CURB			
STATIONS	DIST. OF PRESENT CURB FROM ℄	DIST. CURB IS TO BE MOVED BACK	DIST. OF PROPOSED CURB FROM ℄
13+87 RT.	13.0	4.0	17.0
14+12 "	12.5	4.5	17.0
14+30 "	12.0	5.0	17.0
14+50 "	11.0	6.0	17.0
14+74 "	10.5	6.5	17.0
14+80 "	14.5	2.5	17.0
15+50-16+80 RT.	15.0	2.0	17.0
17+35 Rt.	14.0	3.0	17.0
17+41 - 18+75 Rt.	13.0	4.0	17.0
19+00 Rt.	13.5	3.5	17.0

SERIES NRM NO. 62D
SHEET ⑥ OF 36

N.R.M.			
62-D	1933	6A	36

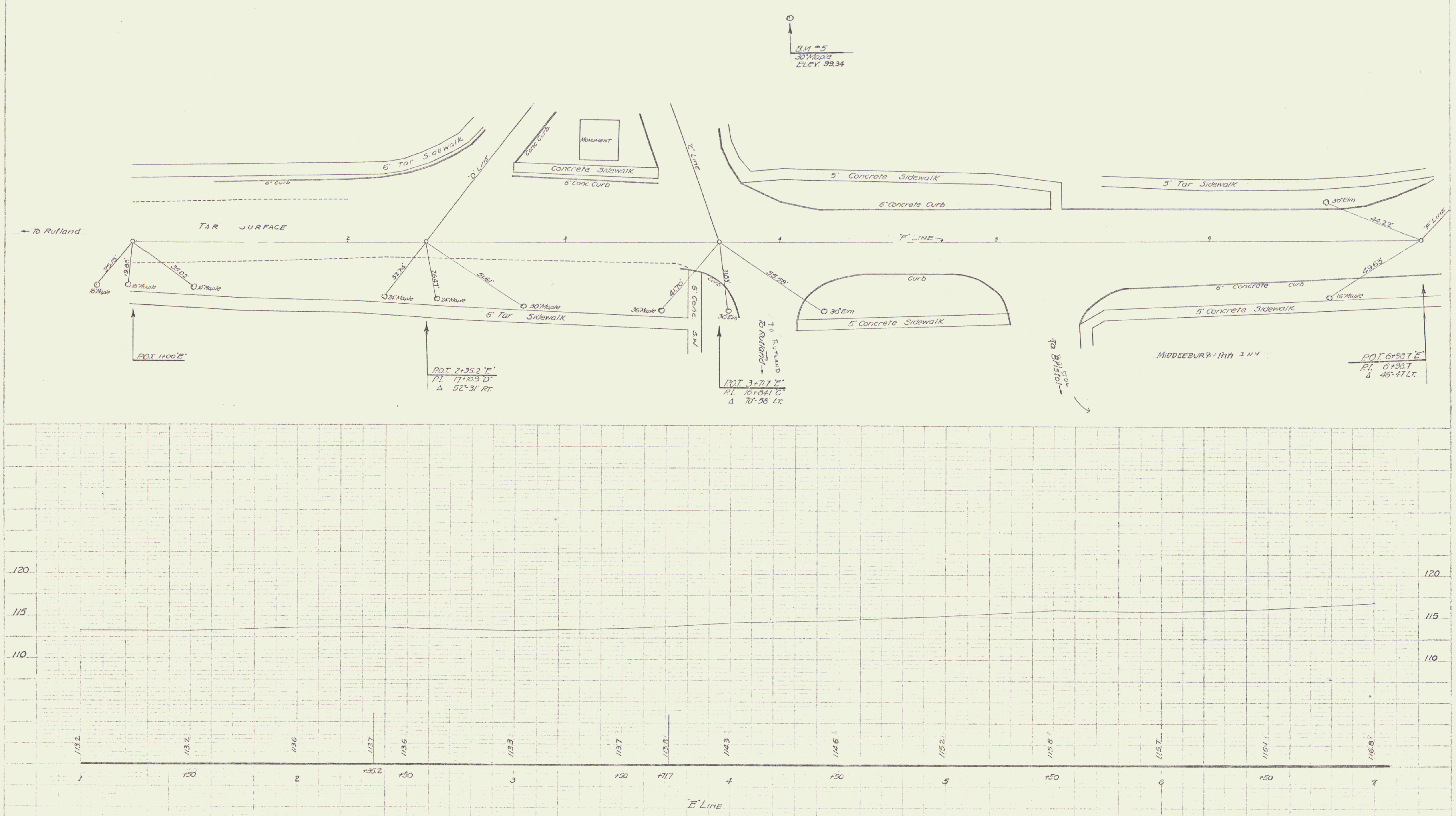
RESETTING CURB			
STATION	DIST. OF PRESENT CURB FROM ℄	DIST. CURB IS TO BE MOVED BACK	DIST. OF PROPOSED CURB FROM ℄
19+25 RT.	16.0	1.0	17.0
19+50 "	16.0	1.0	"
19+75 "	13.5	3.5	"
20+00 "	9.5	7.5	"
+25 "	9.0	8.0	"
+50 "	11.0	6.0	"
+74 "	13.0	4.0	"
21+85 LT.	16.0	1.0	"
22+00 "	15.5	1.5	"


P.O.T. 21+22.3
DRIVE
REV. P.I. 20+00.5 19+56.4
Δ 91°52' RT. D 60°
"CRAM" P.I. 20+00.5 19+55.8
P.I. 19+87.5
SURVEY P.I. 19+98.5 = 19+54.4
DO NOT DISTURB THIS TREE
#1 Court St.
Town Clerk
Court House
Stone Steps
P.O.T. 21+02.6 "A" 21+21.7 "B"
"CRAM" P.C. 21+59.2
"CRAM" P.T. 22+57.4 = 22+57.7 Eq. = 0.3'
"CRAM" CURVE Δ = 22°35' LT. D: 23° R: 250.79' T: 49.7 L: 98.2 E: 4.9
#7 2-S-F Ho.
21+80 LT. - 22+00 LT. CURB TO BE RELOC. Granite Wall
STA. 19+00 - 20+77 RT. CURB TO BE RELOC.
"CRAM" CURVE Δ: 93°52' RT. D: 64° R: 94.35' T: 95.8 L: 146.7 E: 41.6
"CRAM" P.C. 19+04.7
"CRAM" P.T. 20+51.4
"A" Line
"Cram" Line
"C" Line
S10°28'W
S83°14'E
Concrete Gutter
Flag Pole
Sign
P.I. 20+71.0
"CRAM" P.I. 22+00.9 22+07.7
B.M. #6 24" Maple ELEV. 127.65
Removal of 2 Trees
To be included in Bid Price of Common Excavation
P.I. 22+32.5 "A" P.O.T. 22+14.2 "C"
#9 3-S-F Ho.
#11 2-S-F Ho.
#13 2-S-F Ho.
Hotel Sargent
To Hotel
Conc. S.W. Ends
To Fair Grounds
EDGE OF PROPOSED TREATED SHOULDER
COURT STREET
S12°07'E
23
24
25
26
27
Hedge Ends
#12 2-S-F Ho.
Barn
#16 2-S-F Ho.
#18 2-S-F Ho.
24" Elm
30" Elm
18" M.
12" Ash
Apple
8" App.
30" B. Walnut
N



B.M. #6 SPIKE IN ROOT OF 24" MAPLE 30 FT. RT. OF STA. 22+00 ELEV. 127.65

SERIES NRM NO. 62-D
SHEET 6A OF 36


B.M. #5
30" Maple
ELEV. 99.34
6' Tar Sidewalk
6" Curb
"D" LINE
Conc. Curb
MONUMENT
Concrete Sidewalk
6" Conc. Curb
"C" LINE
5' Concrete Sidewalk
6" Concrete Curb
5' Tar Sidewalk
30" Elm
44.22'
"F" LINE
← To Rutland
TAR SURFACE
2
3
4
"F" LINE
5
6
25.15'
19.88'
35.02'
16" Maple
16" Maple
14" Maple
32.74'
26.47'
51.61'
24" Maple
24" Maple
30" Maple
41.70'
31.83'
55.58'
36" Maple
30" Elm
Curb
6' Conc. S.W.
6' Tar Sidewalk
Curb
30" Elm
5' Concrete Sidewalk
49.63'
6" Concrete Curb
16" Maple
5' Concrete Sidewalk
P.O.T. 1+00 "E"
P.O.T. 2+35.2 "E"
P.I. 17+10.9 "D"
Δ 52°-31' Rt.
To Rutland
TO RUTLAND
P.O.T. 3+71.7 "E"
P.I. 16+84.1 "C"
Δ 70°-58' Lt.
To Bristol
BRISTOL
MIDDLEBURY INN
P.O.T. 6+98.7 "E"
P.I. 6+98.7
Δ 46°-47 Lt.
120
115
110
120
115
110
113.2
113.2
113.6
113.7
113.6
113.3
113.7
113.8
114.3
114.6
115.2
115.8
115.7
116.1
116.8
1
+50
2
+35.2
+50
3
+50
+71.7
4
+50
5
+50
6
+50
7
"E" Line

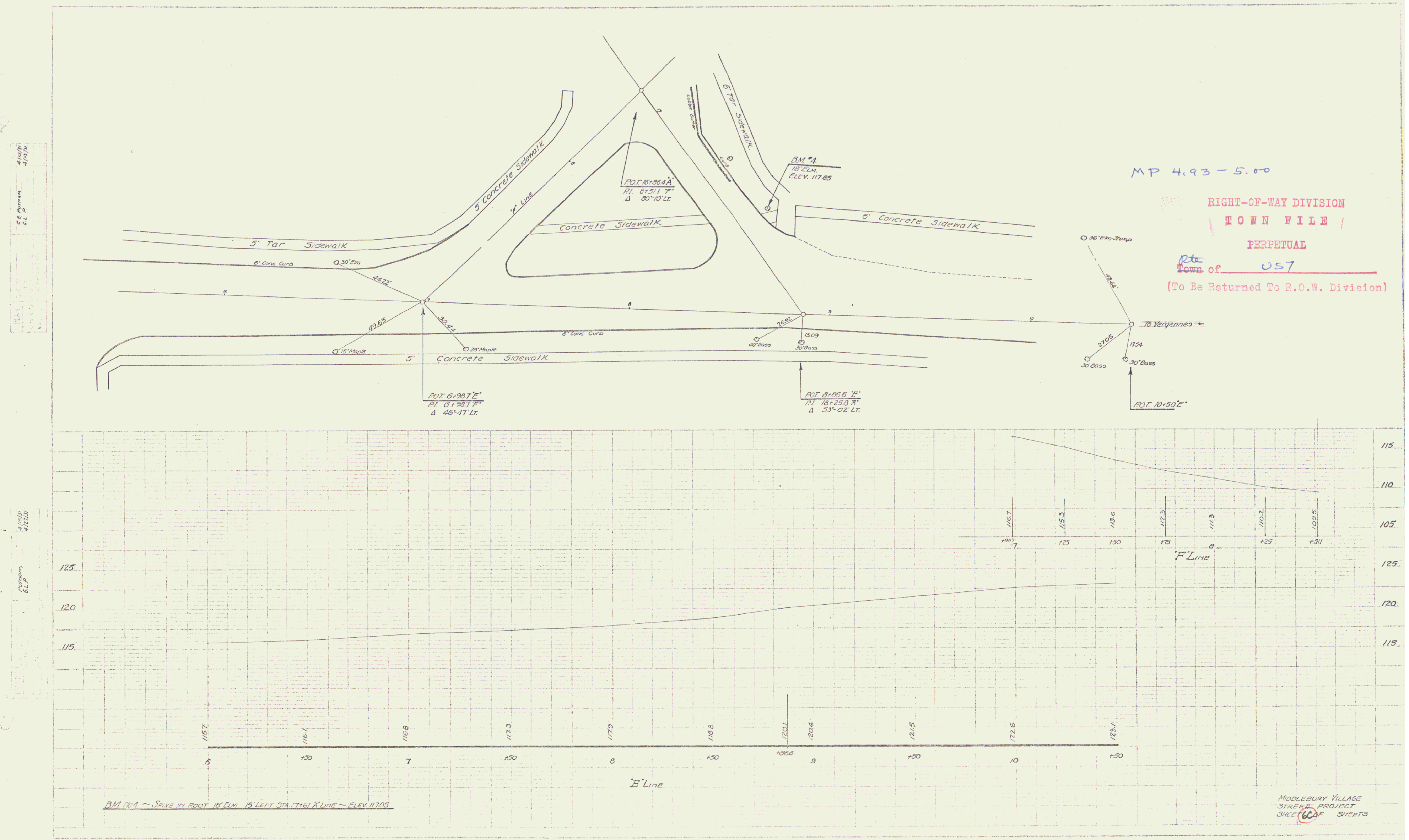
B.M. No. 5 ~ SPIKE IN ROOT 30" MAPLE 70' LEFT STA. 15+45 "C" LINE ~ ELEV. 99.34

MIDDLEBURY VILLAGE
STREET PROJECT
SHEET 6B OF SHEETS

23

MP 4.93 – 5.00

RIGHT-OF-WAY DIVISION
TOWN FILE
PERPETUAL
~~Town~~ Rte of US7
(To Be Returned To R.O.W. Division)



5' Tar Sidewalk
5' Concrete Sidewalk
"F" Line
6" Conc. Curb
30" Elm
44.22'
49.63'
30.44
16" Maple
28" Maple
5' Concrete Sidewalk
P.O.T. 6+98.7 "E"
P.I. 6+98.7 "F"
Δ 46°-47' Lt.
Concrete Sidewalk
P.O.T. 16+86.4 "A"
P.I. 8+51.1 "F"
Δ 80°-10' Lt.
Cobble Gutter
Curb
6' Tar Sidewalk.
B.M. #4
18" Elm.
Elev. 117.85
6' Concrete Sidewalk
6" Conc. Curb
26.92
13.09
30" Bass
30" Bass
P.O.T. 8+85.6 "E"
P.I. 18+25.8 "A"
Δ 53°-02' Lt.
36" Elm Stump
48.64'
To Vergennes
27.05
17.54
30" Bass
30" Bass
P.O.T. 10+50 "E"
115
110
105
116.7
115.3
113.6
112.3
111.3
110.2
109.5
+98.7
7
+25
+50
+75
8
+25
+51.1
"F" Line
125
120
115
115.7
116.1
116.8
117.3
117.9
118.8
120.1
120.4
121.5
122.6
123.1
6
+50
7
+50
8
+50
+85.6
9
+50
10
+50
"E" Line
C.E. Putnam
G.L.P.
4/15/31
4/23/31
Putnam
G.L.P.
4/15/31
4/27/31

BM No.4 ~ Spike in Root 18" Elm. 15' Left Sta. 17+61 "A" Line ~ Elev. 117.85

Middlebury Village
Street Project
Sheet 6C of Sheets

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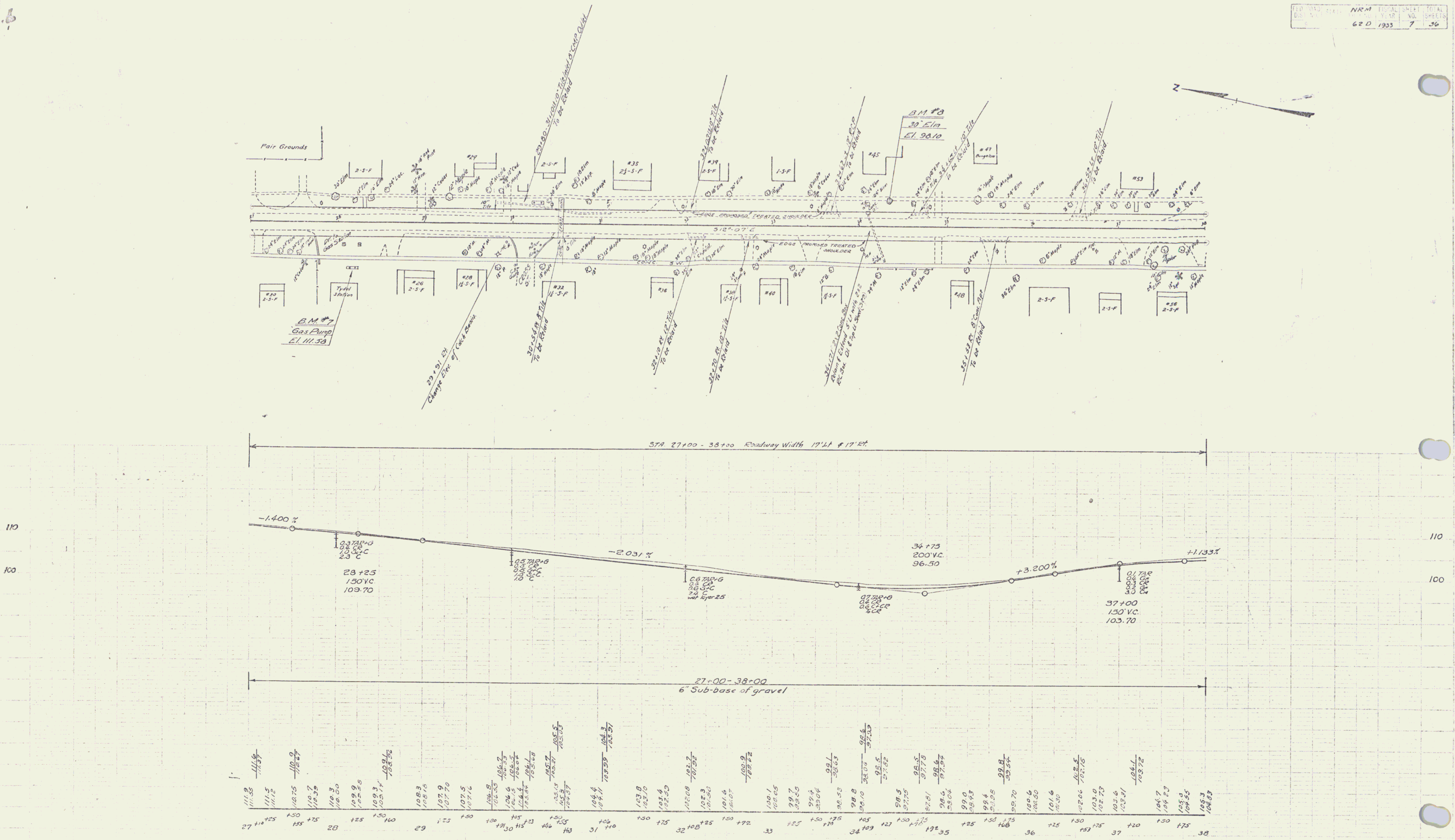
US 7

FED. ROAD DIST. NO.	STATE	NRM PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9		62 D	1933	7	36

A. D. WOOD
BUCKLEY
N. GRIGGS
TRACED

WOOD
D'ARTHENAY
9/25/33

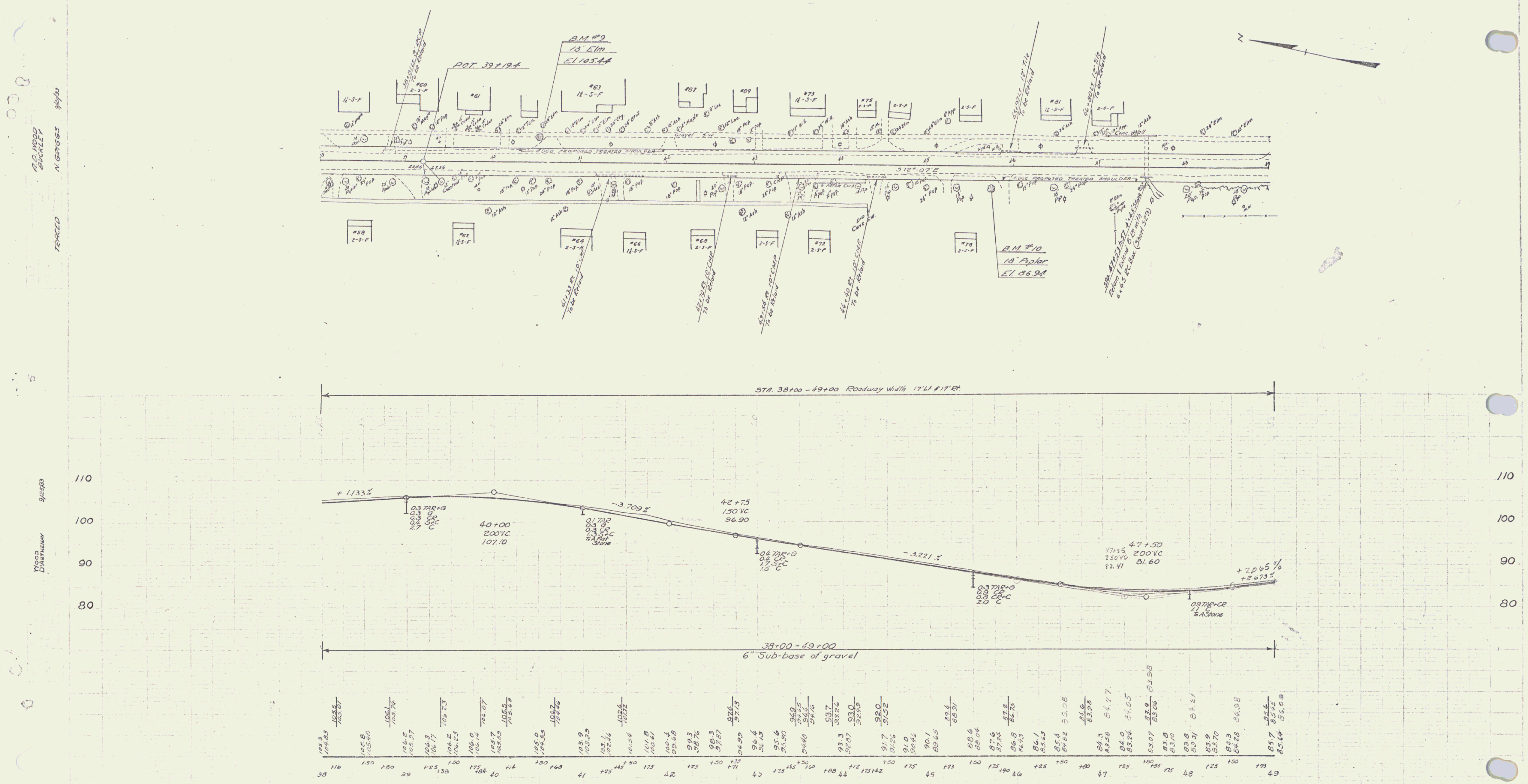


Fair Grounds
B.M. #8
30" Elm
El. 98.10
B.M. #7
Gas Pump
El. 111.58
Tydol Station
Change Dir. of Cook Road
2-S-F
To be Raised
STA. 27+00 - 38+00 Roadway Width 17' Lt. & 17' Rt.
110
100
-1.400%
-2.031%
+3.200%
+1.133%
28+25
150' V.C.
103.70
34+75
200' V.C.
96.50
37+00
150' V.C.
103.70
27+00 - 38+00
6" Sub-base of gravel
27
28
29
30
31
32
33
34
35
36
37
38

B.M. #7 PAINT SPOT ON CONC. GAS PUMP FOUND. 54 FT. RIGHT OF STA. 28+08 ELEV. 111.58
B.M. #8 SPIKE IN ROOT OF 30" ELM 26.5 FT. LEFT OF STA. 34+32 ELEV. 98.10

SERIES NRM NO. 62-D
SHEET 7 OF 36

FED. ROAD DIST. NO.	STATE	NRM	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9		62D	1933	8	36



A.D. WOOD
BUCKLEY
N. GRIGGS 9/21/33
TRACED
WOOD
D'ARTHENAY 9/21/33
B.M. #9
13" Elm
El 105.44
P.O.T. 39+19.4
B.M. #10
10" Poplar
El 86.94
EDGE PROPOSED TREATED SHOULDER
S12°07'E
N
STA. 38+00 – 49+00 Roadway Width 17'Lt & 17'Rt.
+1.133%
0.3 TAR+G
0.3 G
0.3 CR
0.4 S+C
2.7 C
40+00
200'V.C.
107.10
-3.709%
0.1 TAR
0.3 G
0.3 CR
1.3 S+C
To A Flat Stone
42+75
150'V.C.
96.90
0.4 TAR+G
0.4 CR
1.7 S+C
1.5 C
-3.221%
0.3 TAR+G
0.9 CR
0.8 CR+C
2.0 C
47+25
250'V.C.
82.41
47+50
200'V.C.
81.60
+2.065%
+2.673%
0.9 TAR+CR
1.1 C
To A Stone
38+00 – 49+00
6" Sub-base of gravel
110
100
90
80
38
39
40
41
42
43
44
45
46
47
48
49

B.M. #9 SPIKE IN ROOT OF 18" ELM 32 FT. LEFT OF STA. 40+54 ELEV. 105.44
B.M. #10 " " " " 20" POPLAR 23 FT. RIGHT OF STA. 45+72 ELEV. 86.94

SERIES NRM NO. 62D.
SHEET ⑧ OF 36

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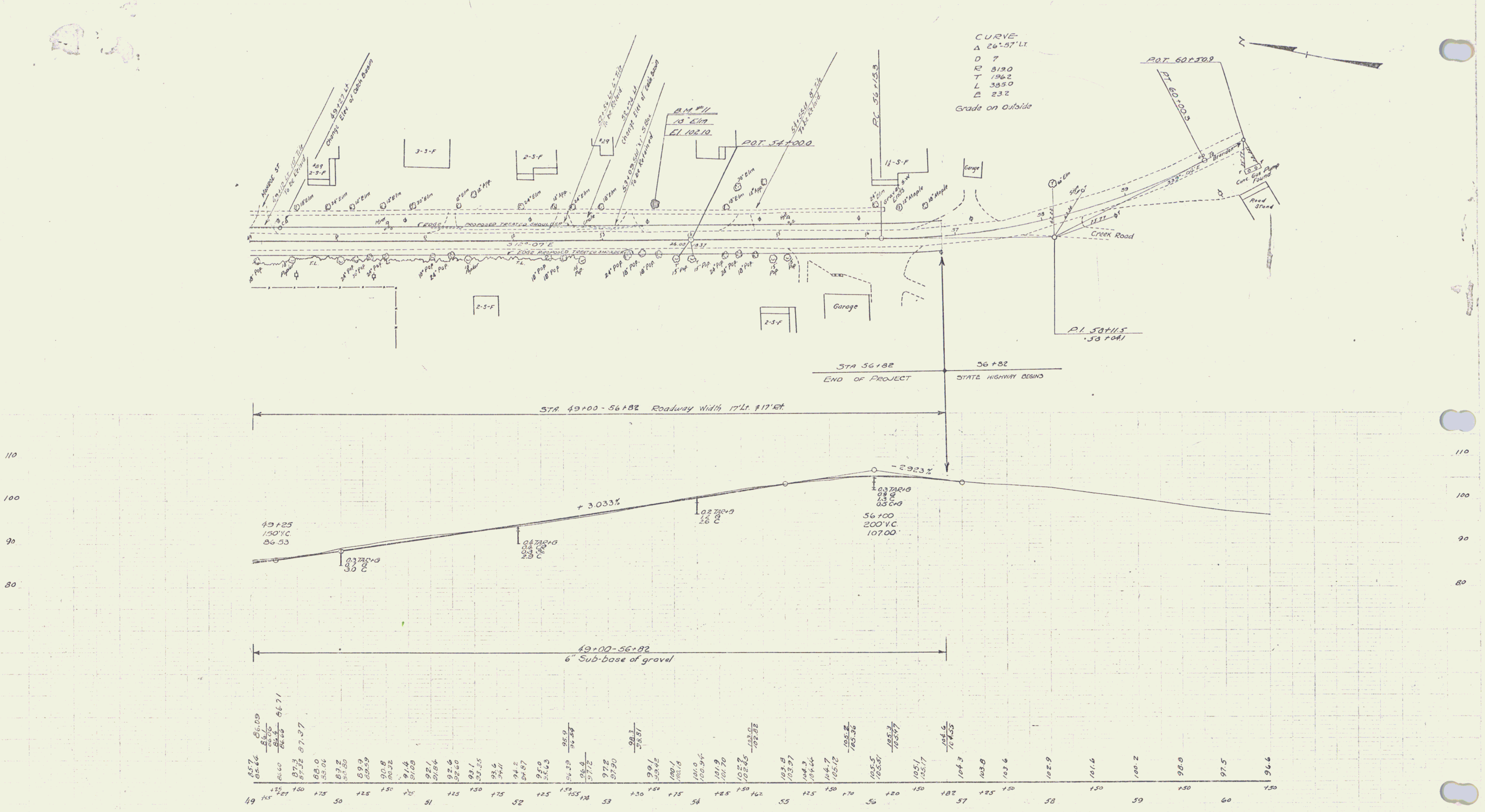
NRM	1933	9	36
62-D			

A.D. WOOD
G. BUCKLEY
N. GRIGGS 9/25/33
TRACED

WOOD
D'ARTHENAY 9/25/33



CURVE
Δ 26°-57' LT.
D 7
R 819.0
T 196.2
L 385.0
E 23.2
Grade on Outside
P.O.T. 60+50.9
P.T. 60+00.3
To Brandon
339°-04' E
Conc. Gas Pump Found
Road Stand
Creek Road
P.I. 58+11.5
B.M. #11
13" Elm
El. 102.10
P.O.T. 54+00.0
P.C. 56+15.3
Garage
STA 56+82
End of Project
56+82
State Highway Begins
STA 49+00 - 56+82 Roadway Width 17' Lt. & 17' Rt.
+3.033%
-2.923%
49+25
150' VC
86.53
56+00
200' VC
107.00
49+00 - 56+82
6" Sub-base of gravel
110
100
90
80
49
50
51
52
53
54
55
56
57
58
59
60

B.M. #11 SPIKE IN ROOT OF 13" ELM 38 FT. LEFT OF STA. 53+58 ELEV. 102.10

SERIES NRM NO. 62-D
SHEET 9 OF 36

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