

INDEX OF SHEETS

SHEET NO.	1	TITLE PAGE
2	TYPICAL CROSS-SECTION OF IMPROVEMENT	2 1/2" CRUSHED GRAVEL MIXED IN PLACE SURF COURSE, WITH CUTBACK ASPHALT & PRIME COAT OF REF. TAR. ITEMS 26, 30, & 31.
3	BANKING AND WIDENING TABLES	
4	PLAN AND PROFILE	
11	STD. STRUCT. SHEET	S-28, PIPE CULVERTS.
12	"	S-30, GUARD RAIL.
13	"	S-30A, BOUNDARY MARKERS, STD. UNDERDRAIN.
14	"	SC 2-4, BARREL, 4 X 4 R.C. BOX.
15	"	SCW-4, WINGS, 4 X 4 R.C. BOX.
16	"	S-40, BARRICADES, SIGNS, & LIGHTS.
17	"	S-41, TYPICAL GRADING, CROSS SECTIONS.
18	DETAILS, 12 X 12 R.C. BOX, STA. 517 + 56	
19	"	
20-63	CROSS SECTIONS.	

STANDARD STRUCTURE SHEETS APPROVED BY THE CHIEF ENGINEER.

- S-28, APRIL 26, 1941.
- S-30, MAY 12, 1941.
- S-30A, APRIL 19, 1941.
- S-40, SEPT. 5, 1940.

(To Be Returned to R.O.W. Division)

RECORD PLANS  
 By  
 E. O. Webster Feb. 1943

STATE OF VERMONT  
 STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED  
 STATE HIGHWAY

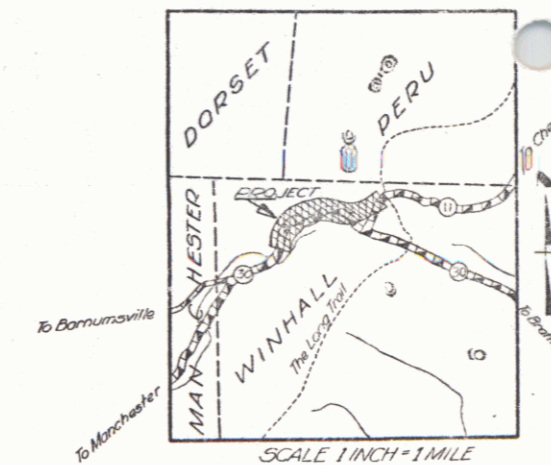
FEDERAL AID PROJECT  
 TOWN OF WINHALL

VERMONT ROUTE 11

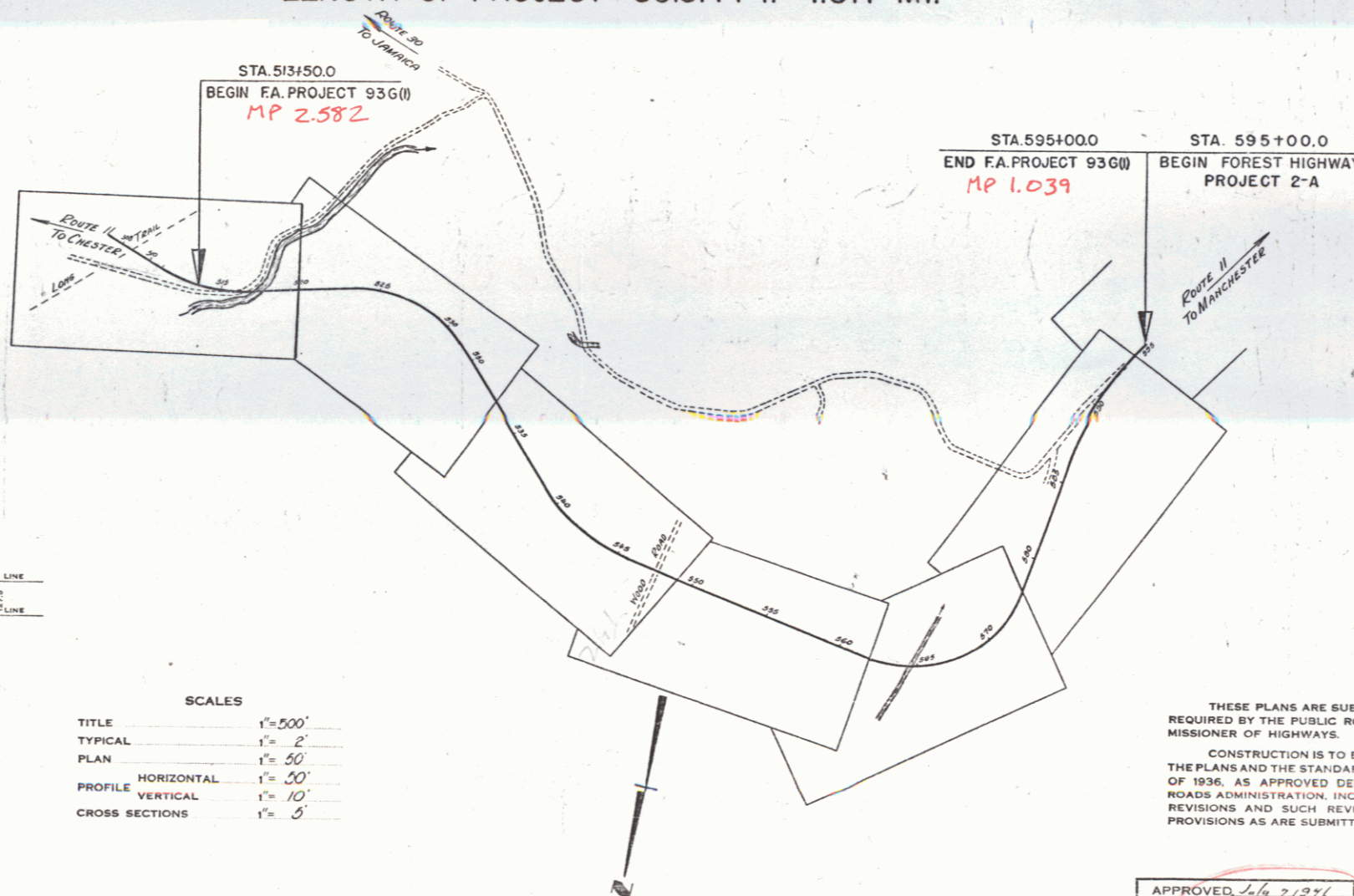
BEGINNING AT A POINT 13,632.5 FEET NORTHEASTERLY OF THE MANCHESTER - WINHALL TOWN LINE, AND EXTENDING SOUTHWESTERLY 1.517 MILES, TO THE EASTERLY END OF THE F.H. 2-A. PROJECT.

LENGTH OF PROJECT - 8013.4 FT. = 1.517 MI.

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	Vt.	936(1)	1942	1	63



Pin # 99R895



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	.....

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	.....

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 PUBLIC ROADS ADMINISTRATION OR THE COMMISSIONER OF HIGHWAYS.

CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THE PLANS AND THE STANDARD ROAD AND BRIDGE SPECIFICATIONS OF 1936, AS APPROVED DECEMBER 29TH, 1936 BY THE PUBLIC ROADS ADMINISTRATION, INCLUDING ALL SUBSEQUENT APPROVED REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE SUBMITTED WITH THE PLANS.

APPROVED: July 7, 1941  
 H. S. Langston  
 COMMISSIONER OF HIGHWAYS  
 SUBMITTED BY ORDER OF THE STATE HIGHWAY BOARD

Project No. FAP 936(1)

RECOMMENDED FOR APPROVAL

APPROVED

APPROVED July 2, 1941  
 C. H. Linnell  
 ROAD ENGINEER

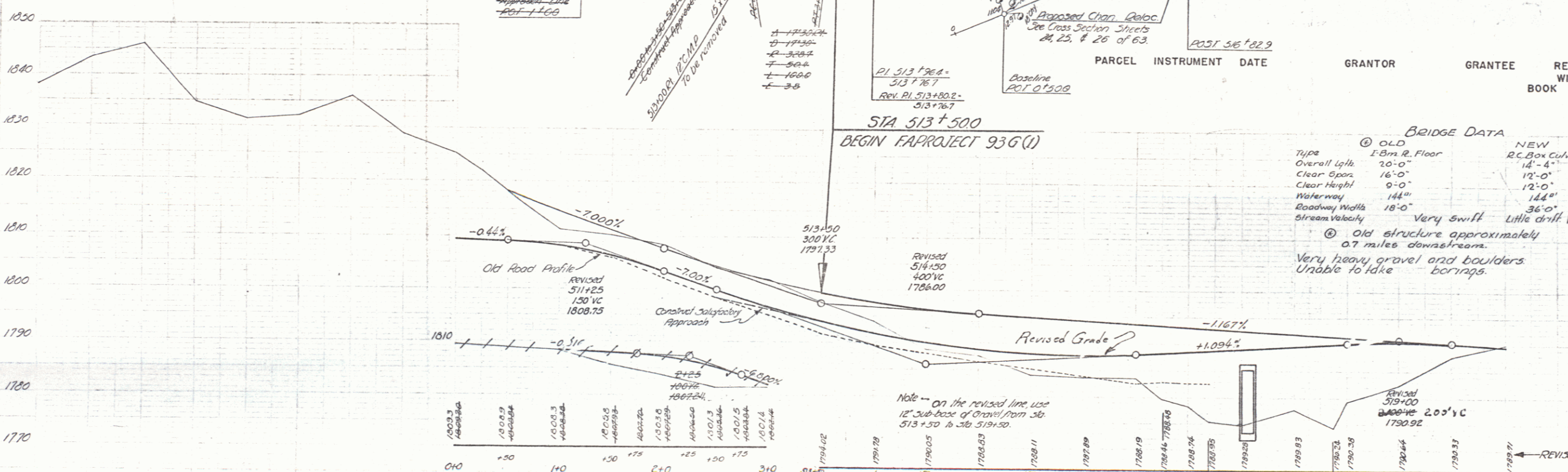
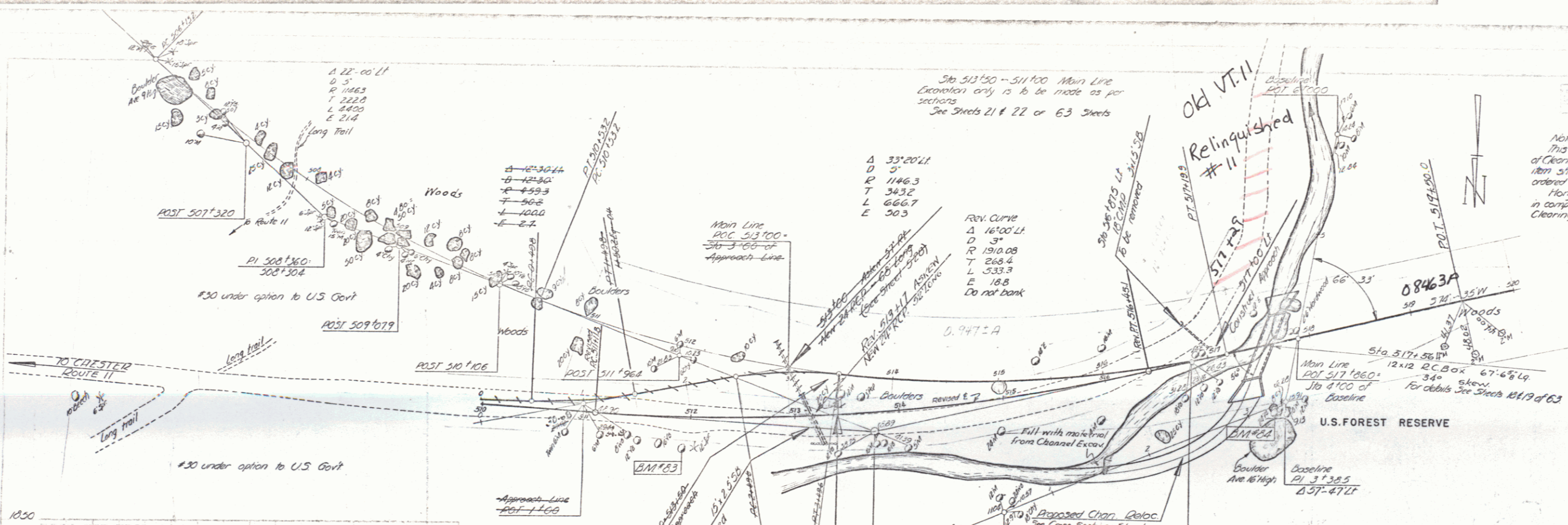
APPROVED  
 DISTRICT HIGHWAY COMMISSIONER

SERIES FAP NO. 936(1) FILED  
 SHEET 1 OF 63

DIST. #1 PLANS

25/1941  
 D  
 1941

Note: Clearing & Grubbing Item 13  
 This work to be paid for under the item  
 of Clearing & Grubbing, Item 13, and the  
 item shall apply to such locations as  
 ordered by the Engineer.  
 Horizontal measurements shall be used  
 in computing areas for payment of  
 Clearing & Grubbing, Item 13.



BRIDGE DATA

Type	OLD	NEW
Overall Lgth	20'-0"	14'-4"
Clear Span	16'-0"	12'-0"
Clear Height	9'-0"	12'-0"
Waterway	144"	144"
Roadway Width	18'-0"	36'-0"
Stream Velocity	Very swift	Little drift Very little scour

② Old structure approximately  
 0.7 miles downstream.  
 Very heavy gravel and boulders  
 Unable to take borings.

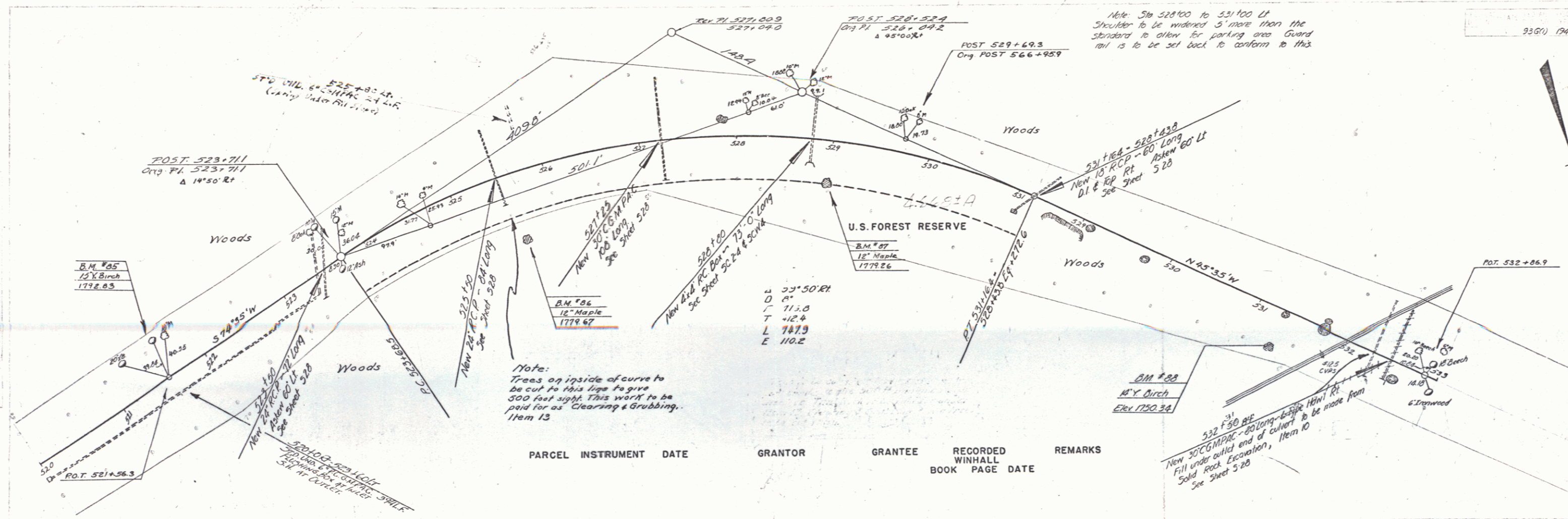
Approach-Line Profile & Grade

Station	Elevation	Grade
506	1800.0	
507	1800.0	
508	1800.0	
509	1800.0	
510	1800.0	
511	1800.0	
512	1800.0	
513	1800.0	
514	1800.0	
515	1800.0	
516	1800.0	
517	1800.0	
518	1800.0	
519	1800.0	
520	1800.0	

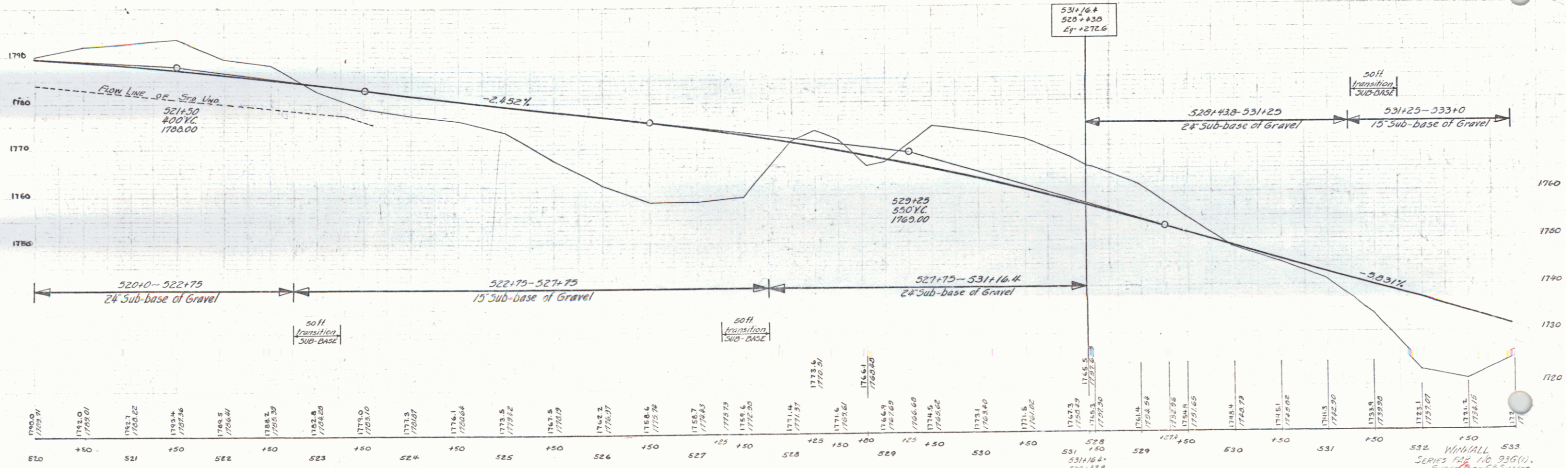
15' Sub-base of Gravel

Station	Elevation	Grade
513+50	1797.33	
514	1797.33	
515	1797.33	
516	1797.33	
517	1797.33	
518	1797.33	
519	1797.33	
520	1797.33	

WINHALL  
 JAMES FAR, No. 936(1)  
 JULY 1942

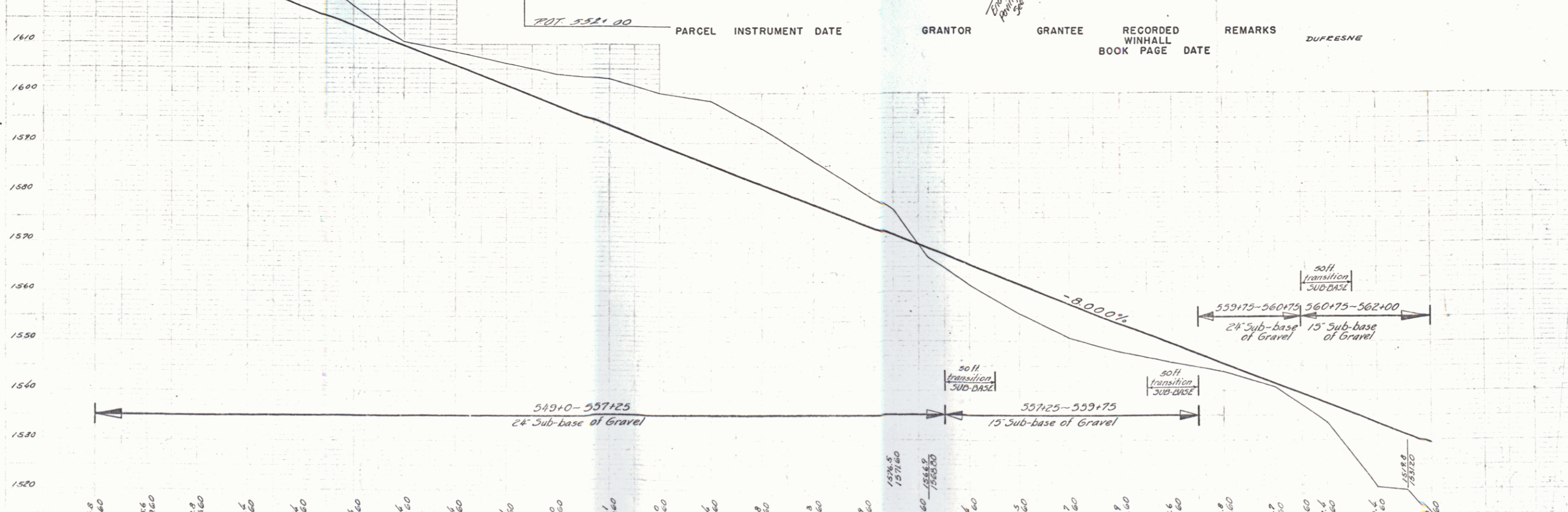
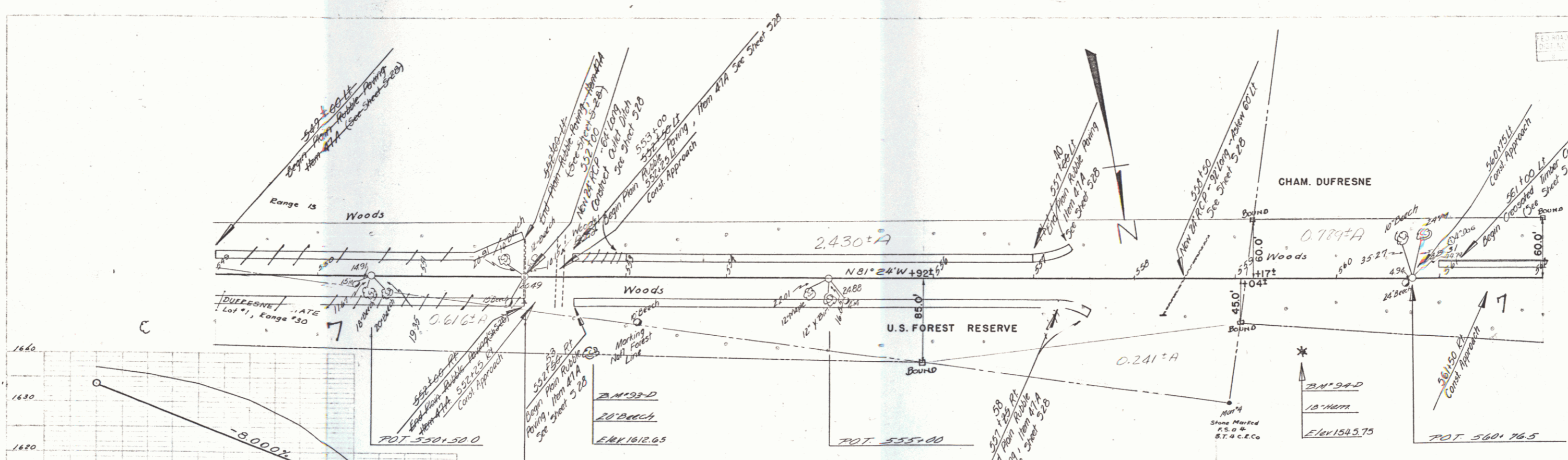


PARCEL	INSTRUMENT	DATE	GRANTOR	GRANTEE	RECORDED WINHALL BOOK PAGE	REMARKS



B.M. #05 3/12 of 15" Birch 39' 11" S 74° 35' W E 1772.65  
 B.M. #06 3/12 of 12" Maple 63' 1" S 74° 35' W E 1779.67  
 B.M. #07 3/12 of 12" Maple 35' 1" S 74° 35' W E 1779.26  
 B.M. #08 3/12 of 14" Birch 35' 1" S 74° 35' W E 1750.24

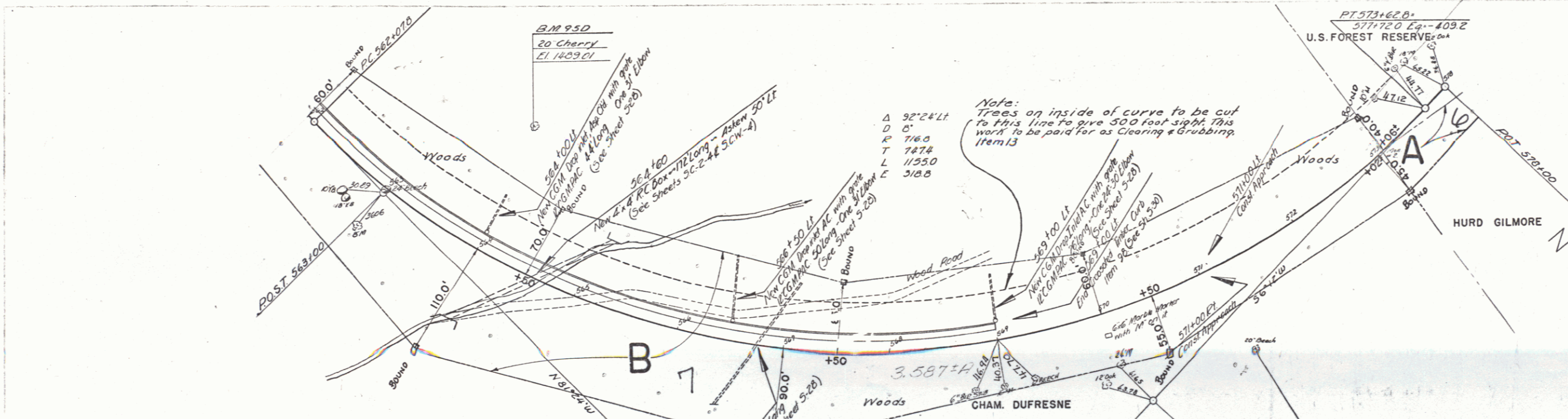




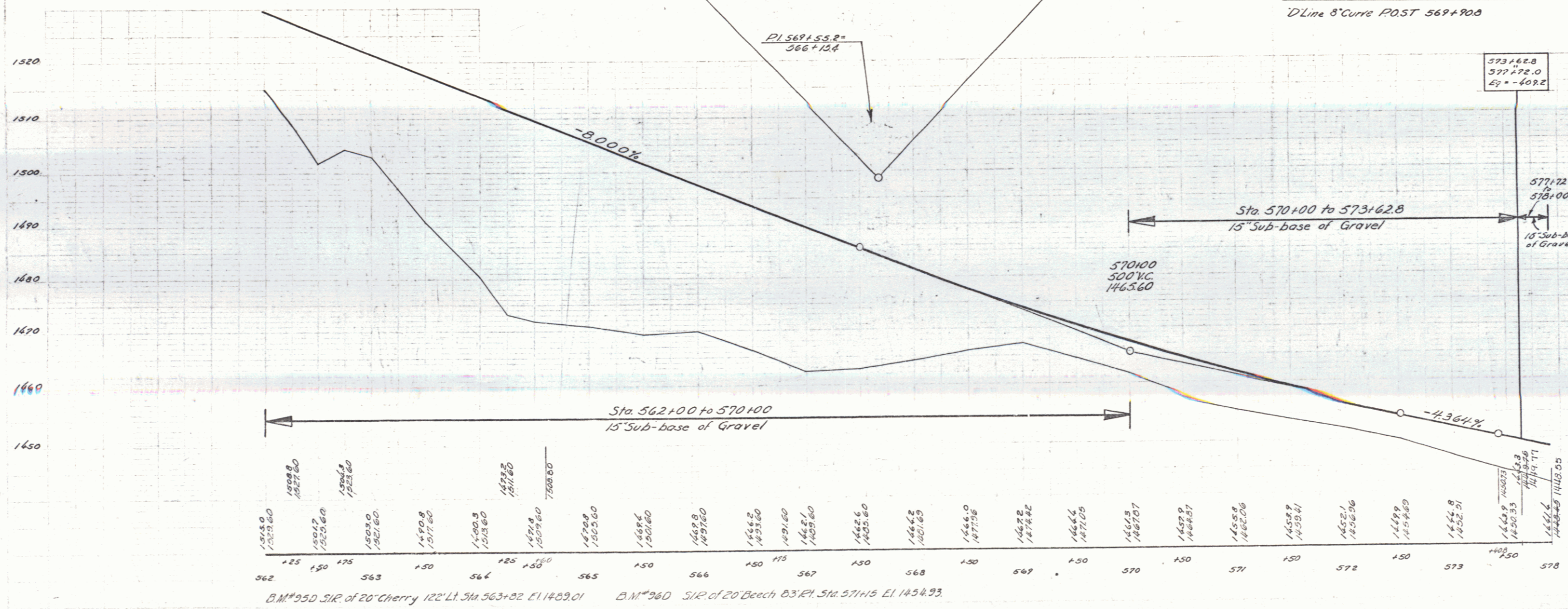
STATION	ELEVATION
549+0	1631.60
549+10	1629.60
549+20	1627.60
549+30	1625.60
549+40	1623.60
549+50	1621.60
549+60	1619.60
549+70	1617.60
549+80	1615.60
549+90	1613.60
550+00	1611.60
550+10	1609.60
550+20	1607.60
550+30	1605.60
550+40	1603.60
550+50	1601.60
550+60	1599.60
550+70	1597.60
550+80	1595.60
550+90	1593.60
551+00	1591.60
551+10	1589.60
551+20	1587.60
551+30	1585.60
551+40	1583.60
551+50	1581.60
551+60	1579.60
551+70	1577.60
551+80	1575.60
551+90	1573.60
552+00	1571.60
552+10	1569.60
552+20	1567.60
552+30	1565.60
552+40	1563.60
552+50	1561.60
552+60	1559.60
552+70	1557.60
552+80	1555.60
552+90	1553.60
553+00	1551.60
553+10	1549.60
553+20	1547.60
553+30	1545.60
553+40	1543.60
553+50	1541.60
553+60	1539.60
553+70	1537.60
553+80	1535.60
553+90	1533.60
554+00	1531.60
554+10	1529.60
554+20	1527.60
554+30	1525.60
554+40	1523.60
554+50	1521.60
554+60	1519.60
554+70	1517.60
554+80	1515.60
554+90	1513.60
555+00	1511.60
555+10	1509.60
555+20	1507.60
555+30	1505.60
555+40	1503.60
555+50	1501.60
555+60	1499.60
555+70	1497.60
555+80	1495.60
555+90	1493.60
556+00	1491.60
556+10	1489.60
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556+30	1485.60
556+40	1483.60
556+50	1481.60
556+60	1479.60
556+70	1477.60
556+80	1475.60
556+90	1473.60
557+00	1471.60
557+10	1469.60
557+20	1467.60
557+30	1465.60
557+40	1463.60
557+50	1461.60
557+60	1459.60
557+70	1457.60
557+80	1455.60
557+90	1453.60
558+00	1451.60
558+10	1449.60
558+20	1447.60
558+30	1445.60
558+40	1443.60
558+50	1441.60
558+60	1439.60
558+70	1437.60
558+80	1435.60
558+90	1433.60
559+00	1431.60
559+10	1429.60
559+20	1427.60
559+30	1425.60
559+40	1423.60
559+50	1421.60
559+60	1419.60
559+70	1417.60
559+80	1415.60
559+90	1413.60
560+00	1411.60
560+10	1409.60
560+20	1407.60
560+30	1405.60
560+40	1403.60
560+50	1401.60
560+60	1399.60
560+70	1397.60
560+80	1395.60
560+90	1393.60
561+00	1391.60
561+10	1389.60
561+20	1387.60
561+30	1385.60
561+40	1383.60
561+50	1381.60
561+60	1379.60
561+70	1377.60
561+80	1375.60
561+90	1373.60
562+00	1371.60

D.M. #93D 31/2 of 20' Beech 72° 21' 34" S 552±66.5 E L 1612.65 D.M. #94D 31/2 of 18' Hemlock 74° 21' 34" S 553±66 E L 1543.75

5



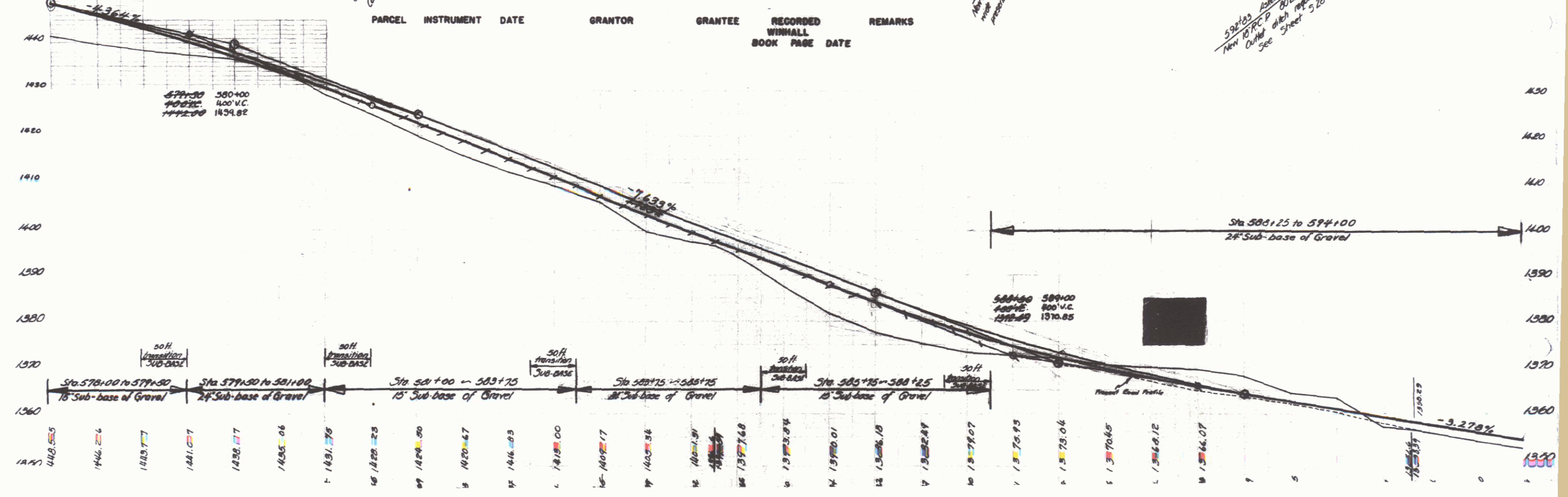
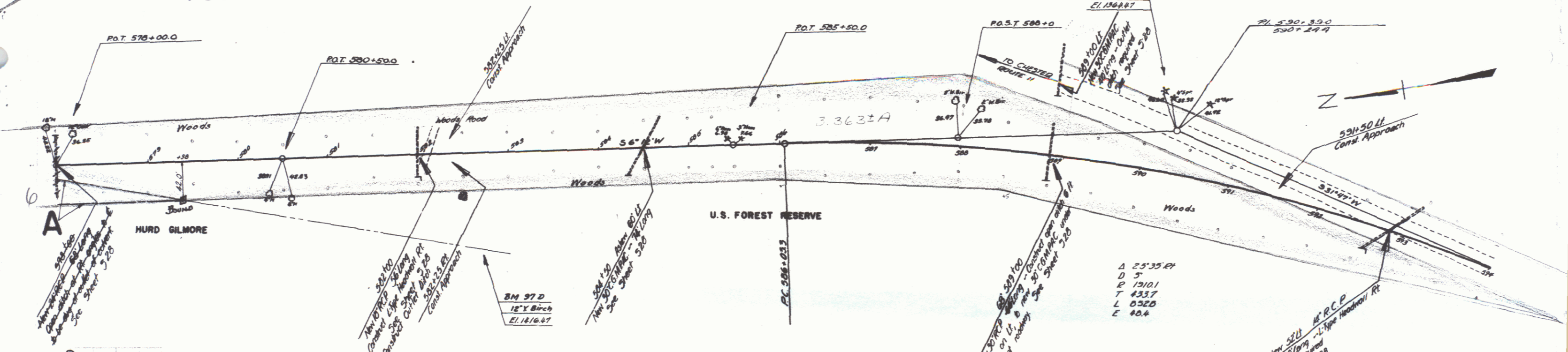
PARCEL	INSTRUMENT	DATE	GRANTOR	GRANTEE	RECORDED WINHALL BOOK PAGE DATE	REMARKS
B	WDOE	8-21-41	CHAM DUFRESNE	ST. OF VT.	15 206 8-28-41	
A	WDOE	8-23-41	HURD GILMORE & KATE GILMORE	ST. OF VT.	15 205 8-28-41	



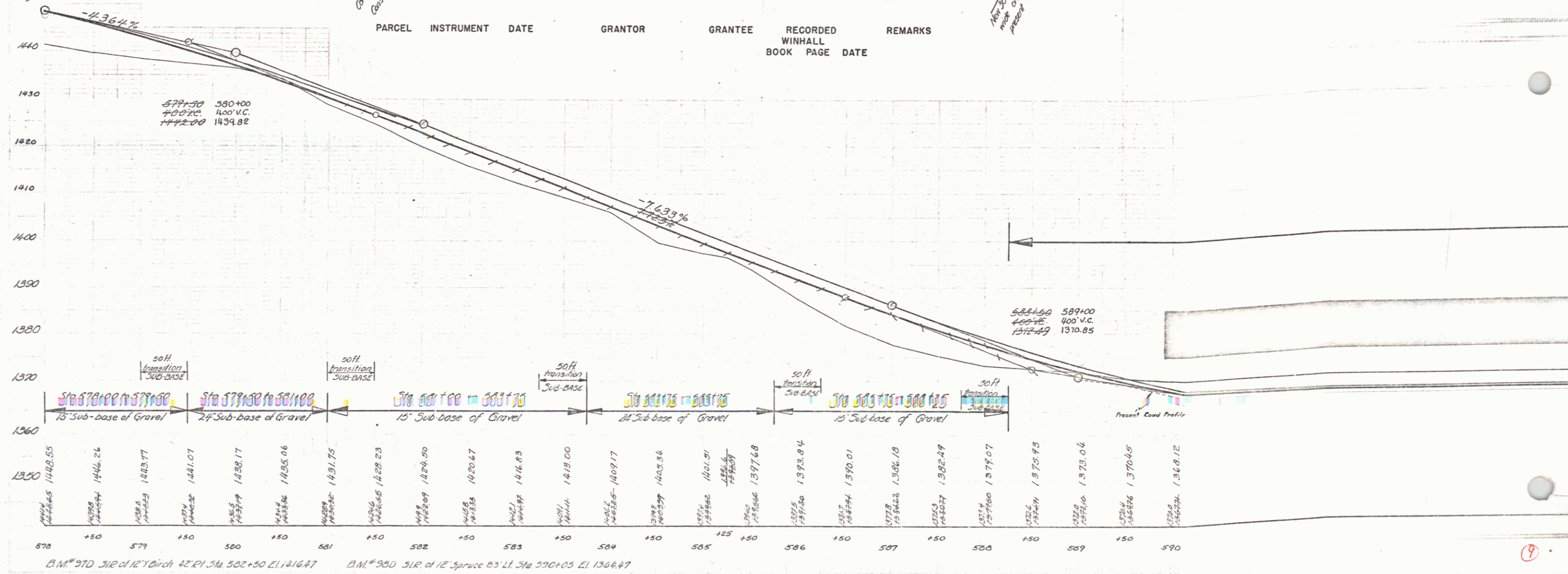
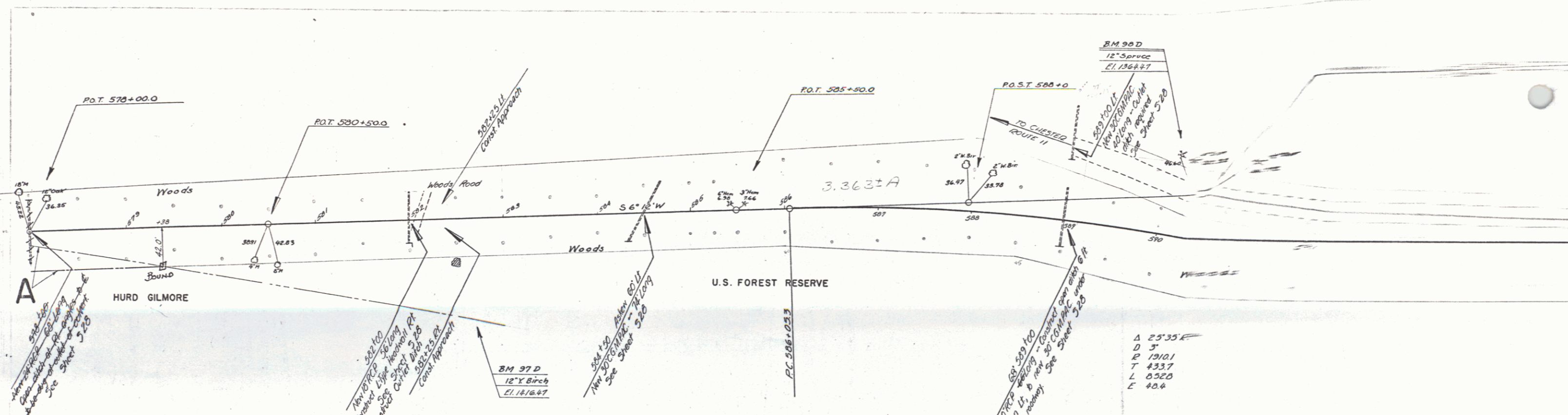
WINHALL  
SERIES MAP NO. 936(1)  
SHEET 6 OF 63 SHEETS

POOR ORIGINAL COPY

ED. ROAD	DATE	SCALE	SHEET	TOTAL
1941	1942	9	67	



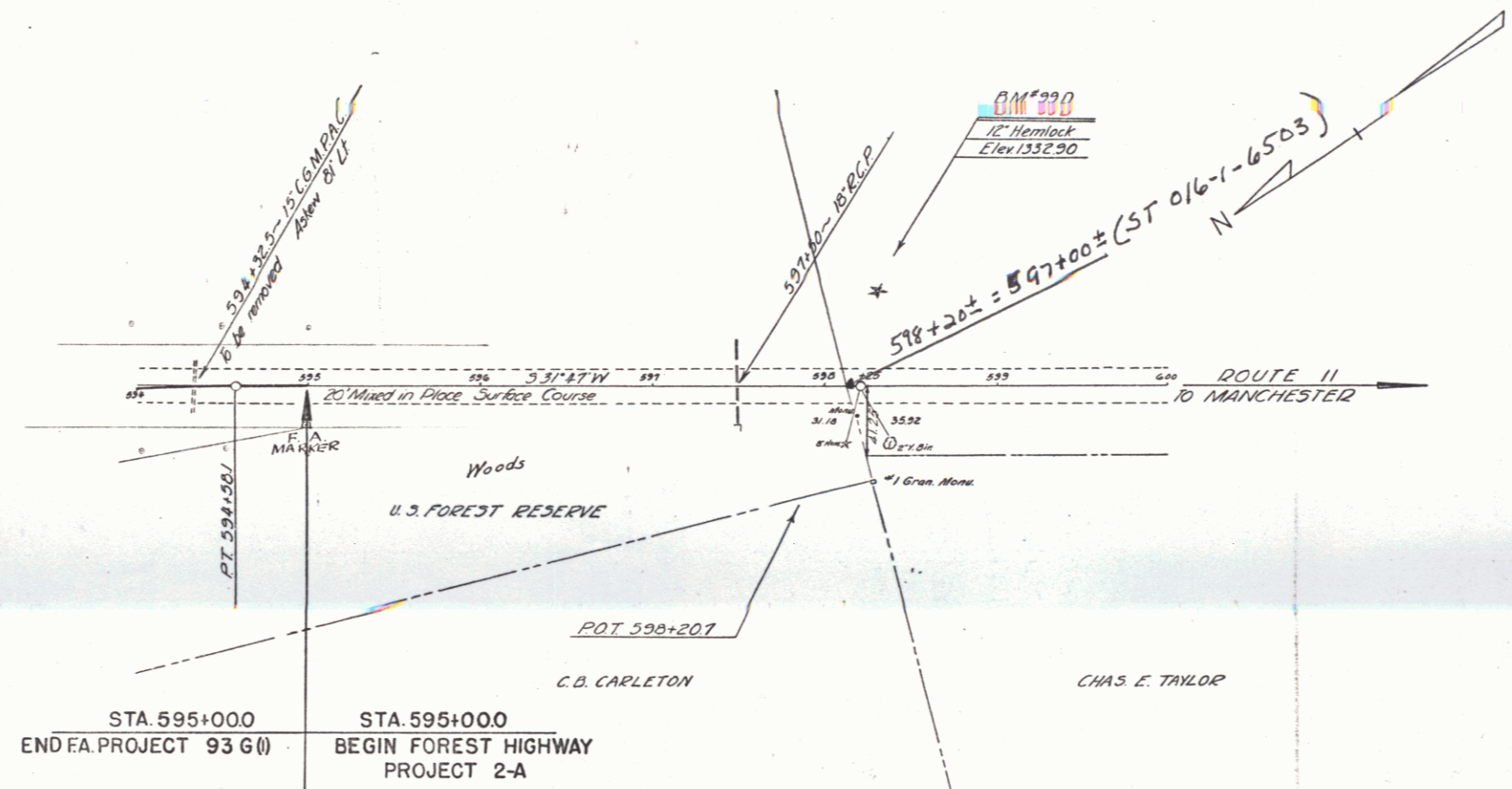
9



PARCEL	INSTRUMENT	DATE	GRANTOR	GRANTEE	RECORDED WINHALL BOOK PAGE DATE	REMARKS

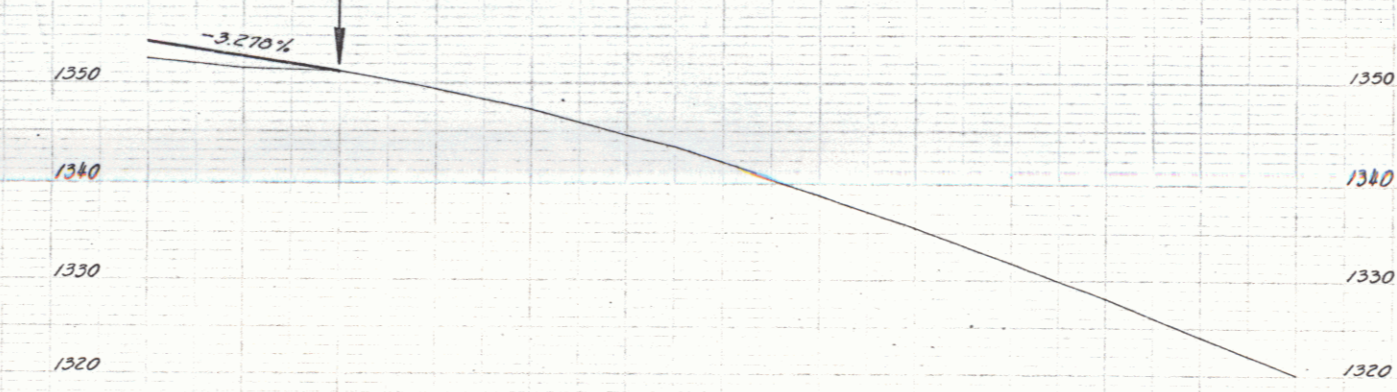
Δ 23'55"  
 D 3'  
 P 1310.1  
 T 433.7  
 L 0320  
 E 40.4

B.M. 97 D 3 1/2" of 12" Birch 42' E of Sta 582+50 EL. 1364.47  
 B.M. 98 D 3 1/2" of 12" Spruce 23' E of Sta 590+00 EL. 1364.47



STA 595+000  
 END FA. PROJECT 93 6(1)

STA 595+00.0  
 BEGIN FOREST HIGHWAY  
 PROJECT 2-A



594+10 ~ 595+0  
 24" Sub-base of Gravel

1352.7	1352.46	1351.4	1350.62	1351.2	1351.0	1348.3	1347.2	1344.7	1343.3	1341.9	1338.9	1335.5	1331.9	1325.0	1324.0	1322.1
595	505	505	505	505	505	505	505	505	505	505	505	505	505	505	505	505

B.M. 990 - 12' Hemlock, left of Sta 590+25± Elev. 1332.90

