

INDEX OF SHEETS

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STANDARD STRUCTURE SHEETS APPROVED BY THE CHIEF ENGINEER, VERMONT STATE DEPT. OF HIGHWAYS
 S-30 MAY 12, 1941
 S-30A APRIL 19, 1941
 S-40 DEC 18, 1945

STATE OF VERMONT
 STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED
 STATE HIGHWAY

SECONDARY PROJECT

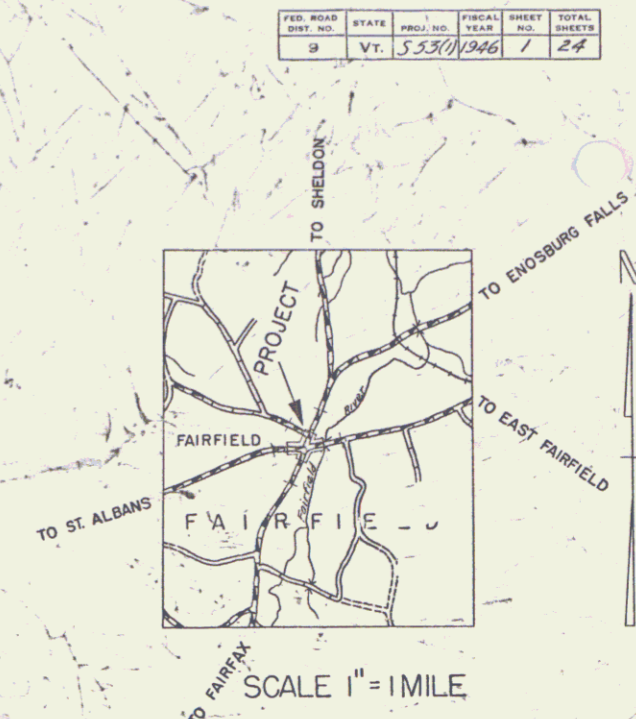
Plan # 49R960

TOWN OF FAIRFIELD Route VT36

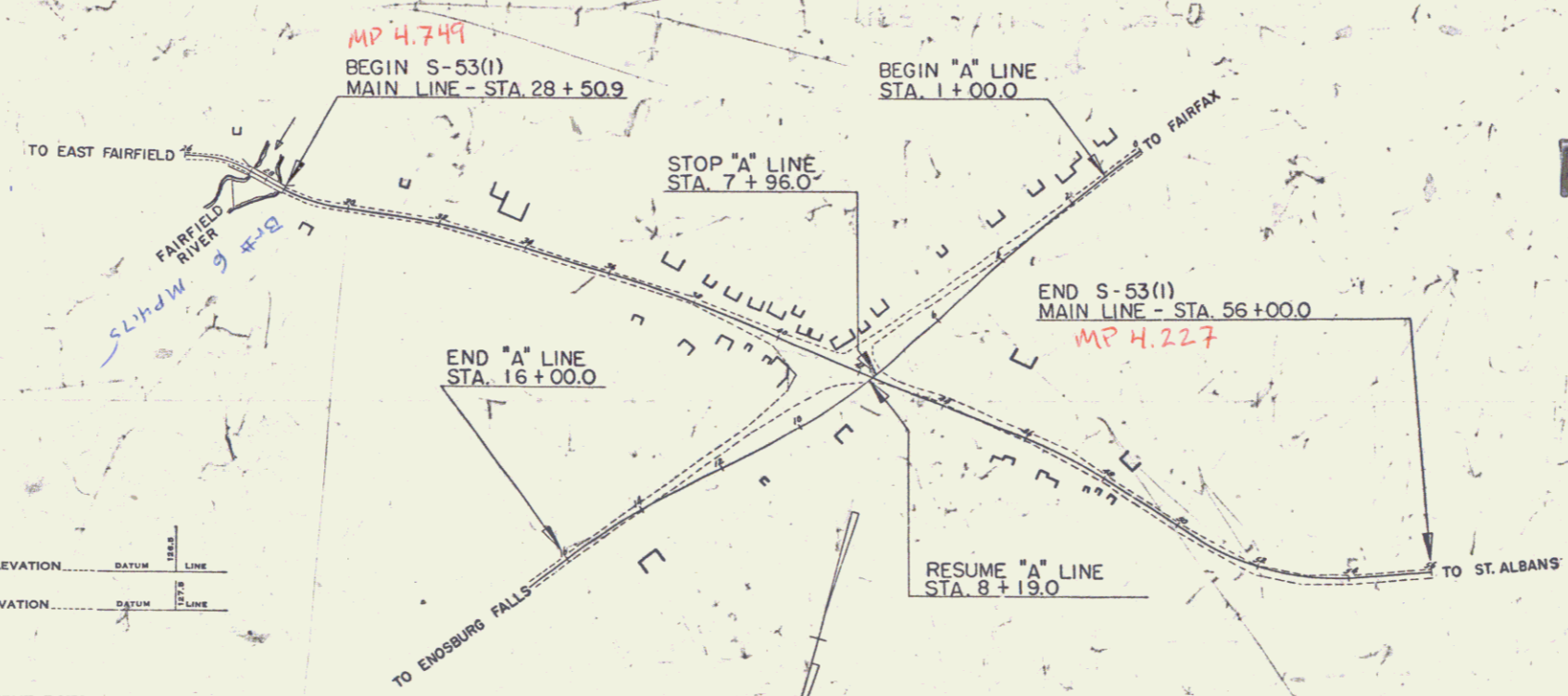
STATE AID
 EAST FAIRFIELD-ST. ALBANS ROAD

MAIN LINE-BEGINNING AT THE WESTERLY END OF THE FAIRFIELD RIVER BRIDGE AND EXTENDING WESTERLY 2749.1 FEET ON THE EAST FAIRFIELD-ST. ALBANS ROAD.
 "A" LINE-BEGINNING ON THE FAIRFAX - ENOSBURG FALLS ROAD AT A POINT 696.0 FEET SOUTHWESTERLY FROM ITS JUNCTION WITH THE EAST-FAIRFIELD - ST. ALBANS ROAD AND EXTENDING NORTHEASTERLY 1498.0 FEET.

LENGTH OF FAS 53(1) MAIN LINE 2749.1 FEET = 0.521 MILE
 "A" LINE APPROACHES 1475.0 FEET = 0.279 MILE



(To Be Returned to R.O.M. Division)
 Town of Fairfield
 PERMIT
 RIGHT-OF-WAY DIVISION



POOR ORIGINAL COPY

| | |
|------------|---|
| PROJECT | FAIRFIELD |
| NUMBER | S-53(1) |
| LENGTH | 0.521 MI. |
| TYPE | Double tack coat of refined tar with pea stone seal. |
| CONTRACTOR | Alvin J. Colburn |
| COMPLETED | April 16, Year 1946 |
| LOCATION | Main line beginning at westerly end of Fairfield River Br. and extending westerly 2749.1 feet to East Fairfield, St. Albans Rd. and thence southerly to "A" line. |

| | | | |
|------------------|-------|------|-------|
| GROUND ELEVATION | ..... | DATE | ..... |
| 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" = 200' |
| TYPICAL | 1" = 2' |
| PLAN | 1" = 50' |
| 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: *April 12, 1947*
H. August
 COMMISSIONER OF HIGHWAYS
 SUBMITTED BY ORDER OF THE STATE HIGHWAY BOARD

RECOMMENDED FOR APPROVAL
 PUBLIC ROADS ADMINISTRATION
 FEDERAL WORKS AGENCY

APPROVED
 PUBLIC ROADS ADMINISTRATION
 FEDERAL WORKS AGENCY

APPROVED: *April 12, 1947*
 HIGHWAY ENGINEER

APPROVED: *April 12, 1947*
 DISTRICT HIGHWAY COMMISSIONER

SERIES S No 53(1) FILED
 SHEET 1 OF 24

DRAWN BY: Lorraine Altman
 CHECKED BY: Lorraine Altman
 DATE: 11/15/58
 PROJECT NO.: VI
 SHEET NO.: 2

DRAWN BY: Lorraine Altman
 CHECKED BY: Lorraine Altman
 DATE: 11/15/58
 PROJECT NO.: VI
 SHEET NO.: 2

| | | | | |
|-----------------|-----------|-------------|-----------|--------------|
| PLD. ROAD STATE | PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
| VI | | | 2 | 11 |

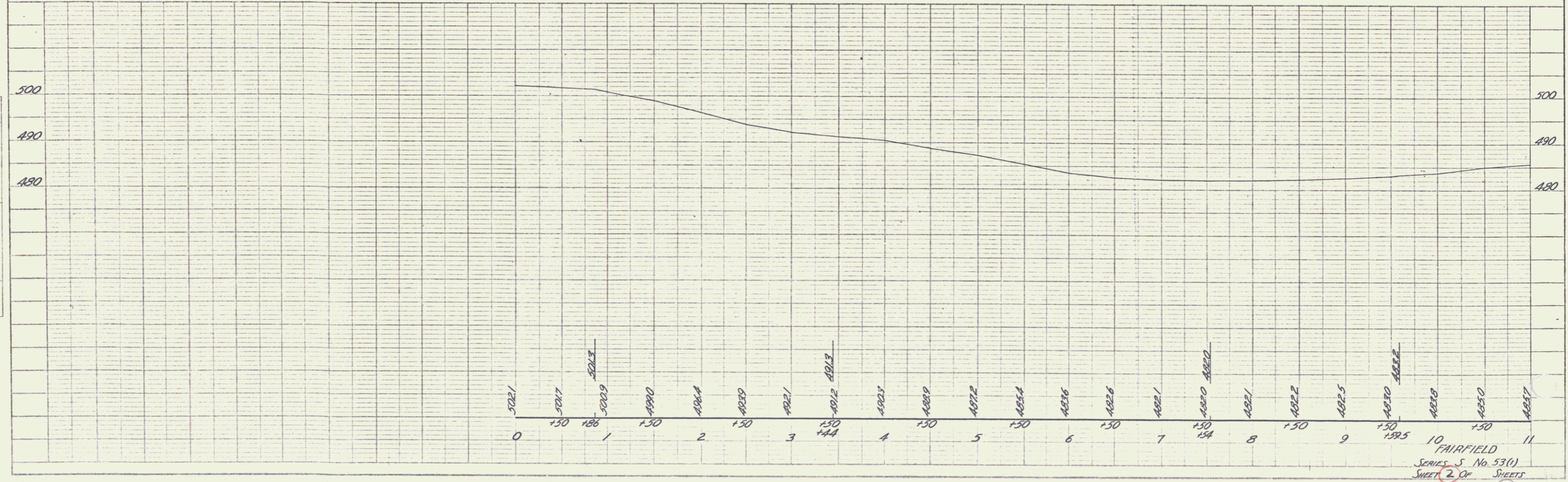
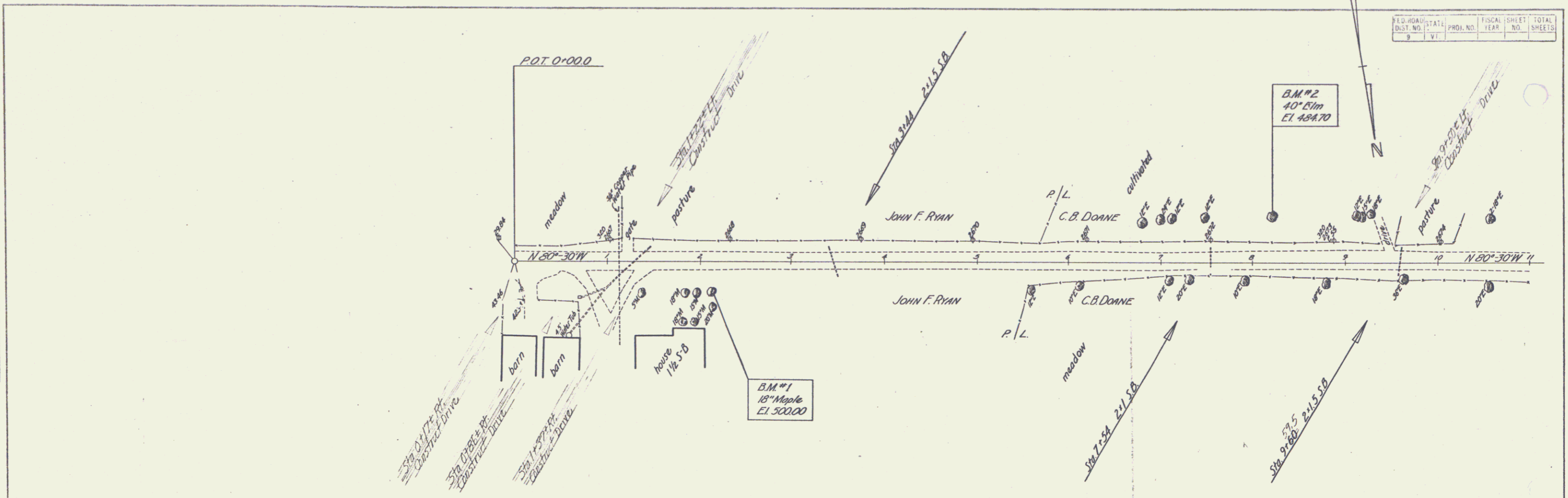
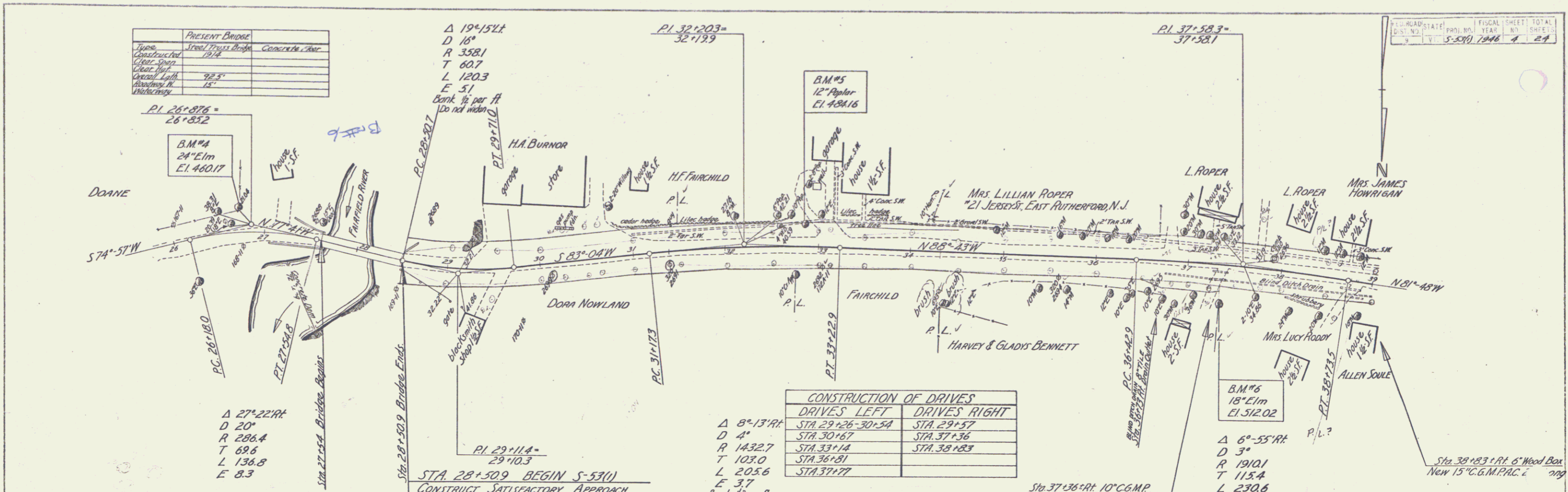


PLATE 1 - PLAN PROFILE OF P.C. & E. BRIDGE
 NORTH & SLOPE 1:1
 * L.F. 100 No. 340-C

10 FAIRFIELD
 SERIES 5 No. 53(1)
 SHEET 2 OF SHEETS

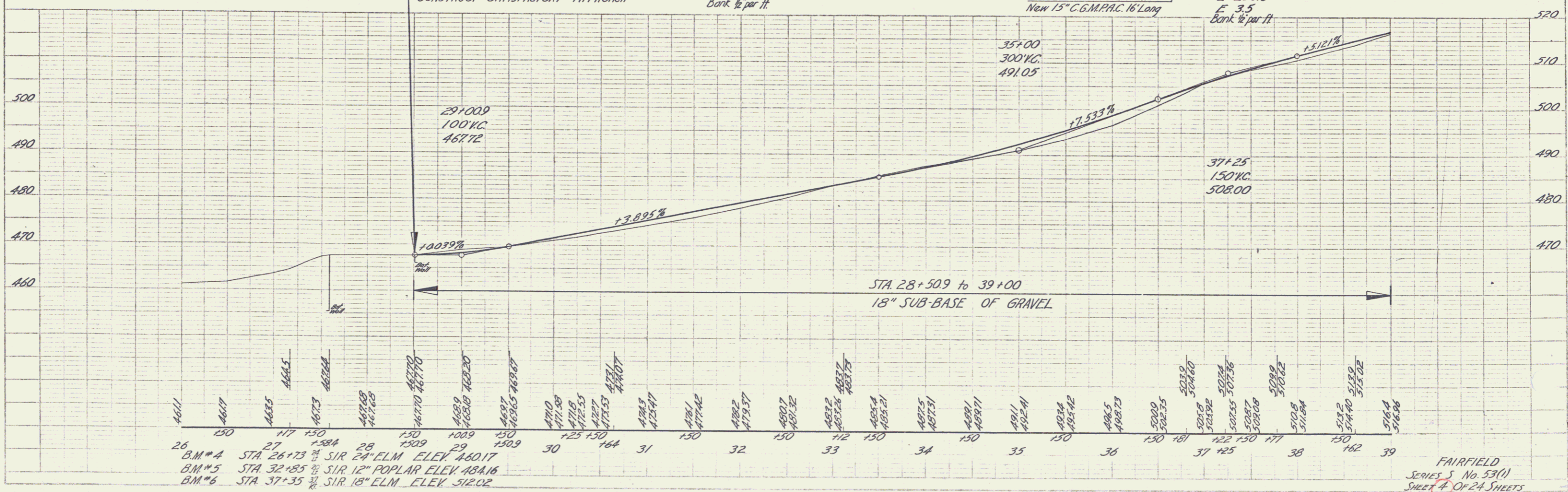
| Present Bridge | |
|-----------------|--------------------|
| Type | Steel Truss Bridge |
| Constructed | 1914 |
| Clear Span | |
| Clear Height | 32.5' |
| Approach Length | 15' |
| Waterway | |

| PLAN | PROFILE | TOTAL |
|------|---------|-------|
| 24 | 24 | 48 |



PLAN
DATE: 1/15/24
BY: JACOBUS
CHECKED: JACOBUS
NOTE BOOK: 100-100-100

PROFILE
DATE: 1/15/24
BY: JACOBUS
CHECKED: JACOBUS
NOTE BOOK: 100-100-100



$\Delta 27^{\circ}22'14''$
D 20'
R 286.4
T 69.6
L 136.8
E 8.3

$\Delta 19^{\circ}15'14''$
D 18'
R 358.1
T 60.7
L 120.3
E 5.1
Bank $\frac{1}{2}$ per ft
Do not widen

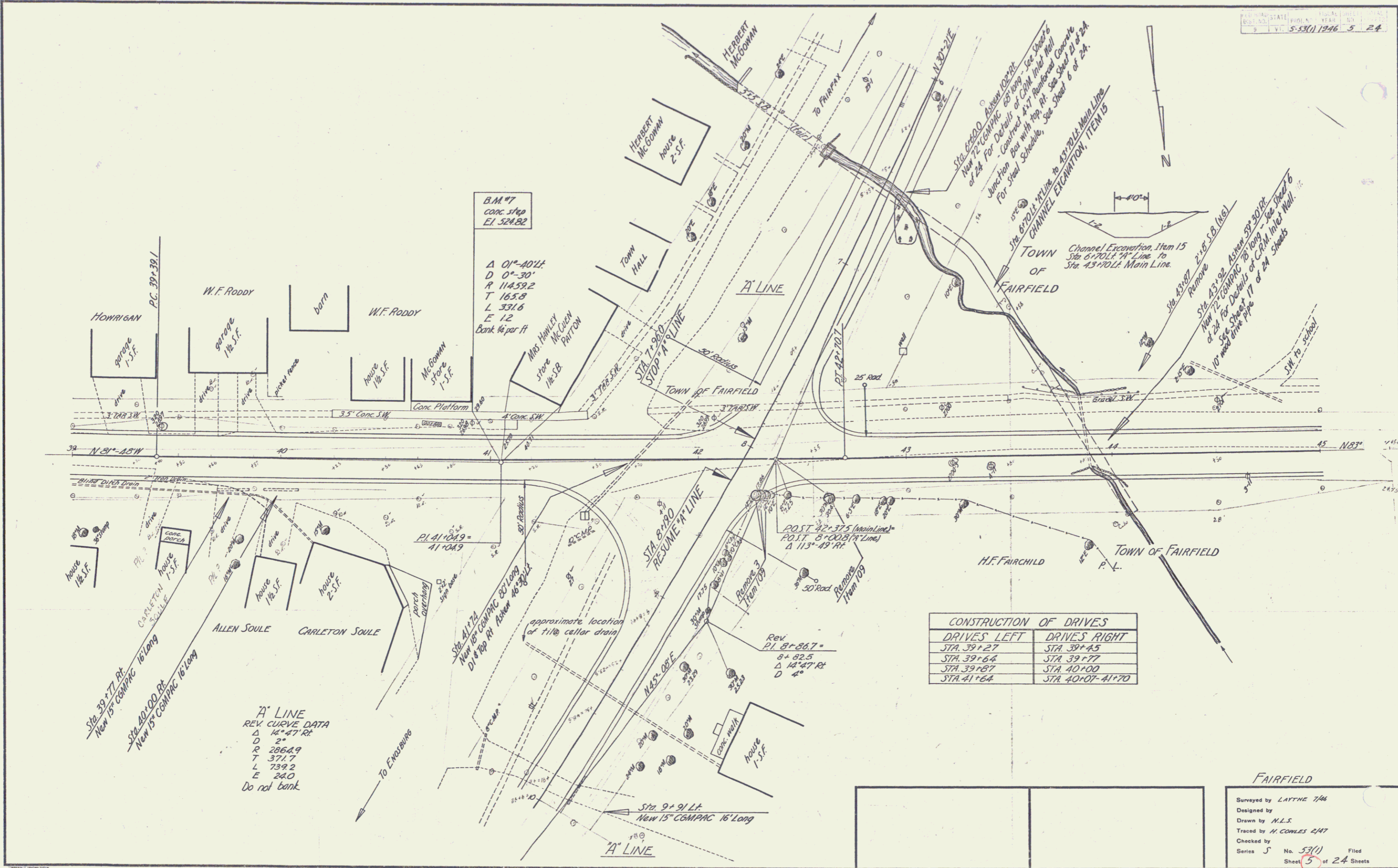
$\Delta 8^{\circ}13'14''$
D 4'
R 1432.7
T 103.0
L 205.6
E 3.7
Bank $\frac{1}{2}$ per ft

$\Delta 6^{\circ}55'14''$
D 3'
R 1910.1
T 115.4
L 230.6
E 3.5
Bank $\frac{1}{2}$ per ft

| CONSTRUCTION OF DRIVES | |
|------------------------|--------------|
| DRIVES LEFT | DRIVES RIGHT |
| STA 29+26-30+54 | STA 29+57 |
| STA 30+67 | STA 31+36 |
| STA 33+14 | STA 38+83 |
| STA 36+81 | |
| STA 37+77 | |

| Station | Elevation |
|---------|-----------|
| 26 | 461.1 |
| 27 | 461.7 |
| 28 | 463.5 |
| 29 | 467.3 |
| 30 | 467.68 |
| 31 | 467.68 |
| 32 | 467.70 |
| 33 | 467.70 |
| 34 | 467.70 |
| 35 | 467.70 |
| 36 | 467.70 |
| 37 | 467.70 |
| 38 | 467.70 |
| 39 | 467.70 |

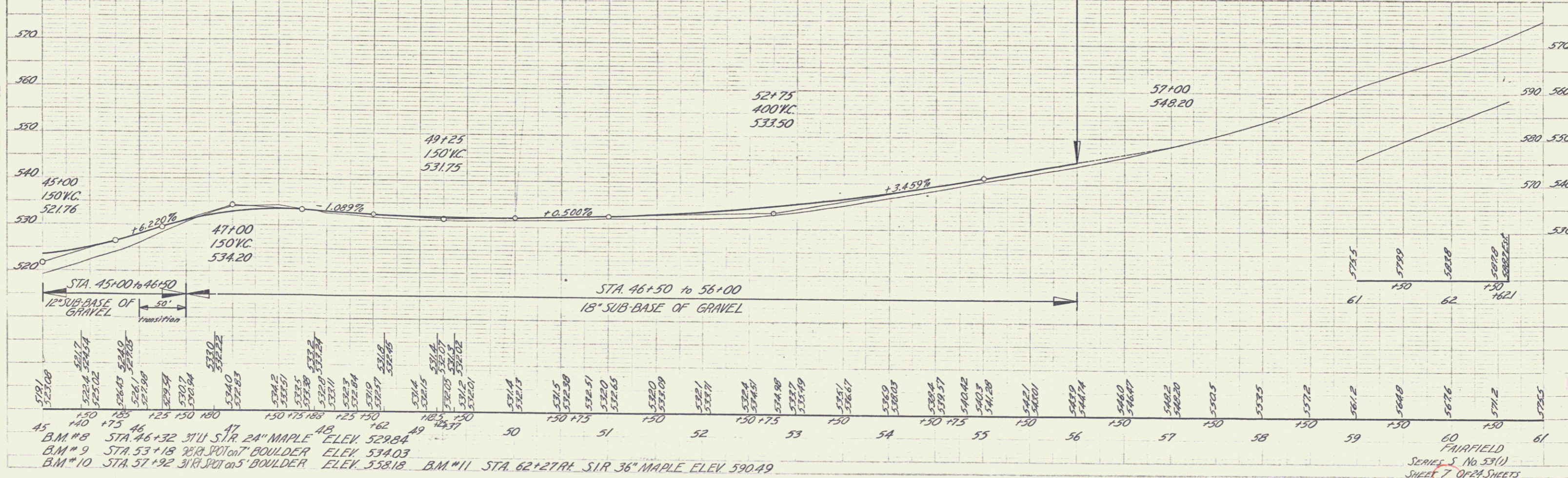
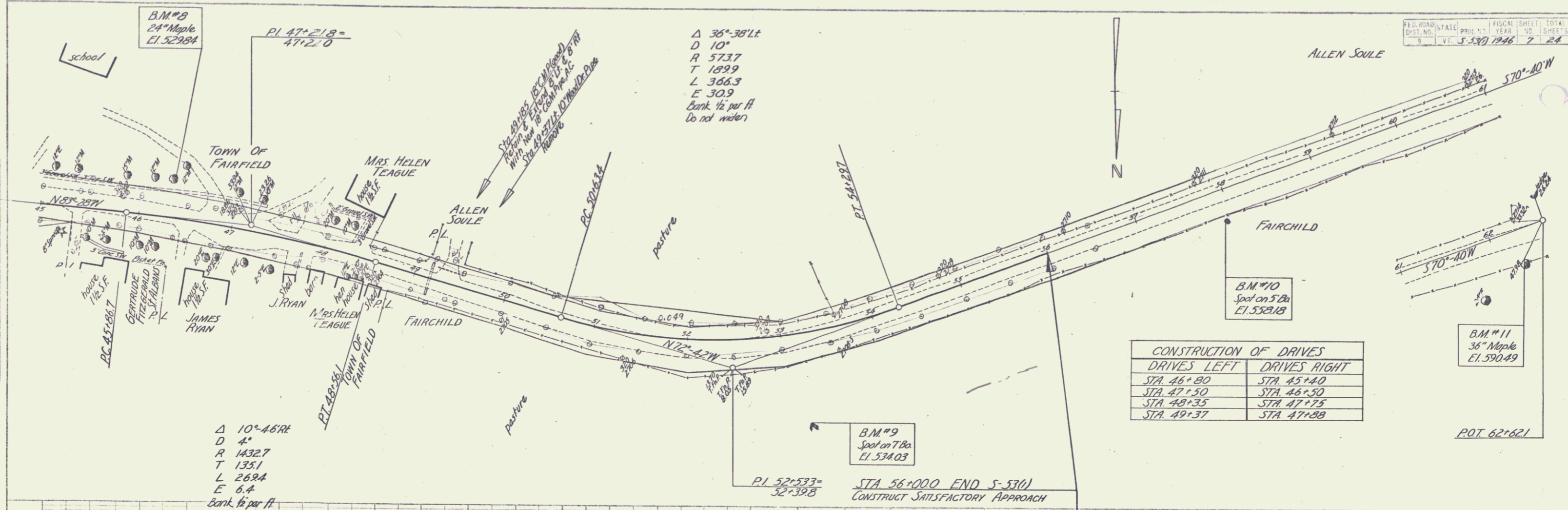
FAIRFIELD
SERIES No 53(1)
SHEET 4 OF 24 SHEETS



| CONSTRUCTION OF DRIVES | |
|------------------------|------------------|
| DRIVES LEFT | DRIVES RIGHT |
| STA. 39+27 | STA. 39+45 |
| STA. 39+64 | STA. 39+77 |
| STA. 39+87 | STA. 40+00 |
| STA. 41+64 | STA. 40+07-41+70 |

'A' LINE
 REV. CURVE DATA
 Δ 14° 47' Rt
 D 2"
 R 206.69
 T 371.7
 L 739.2
 E 240
 Do not bank

FAIRFIELD
 Surveyed by LAYTHE 7/46
 Designed by
 Drawn by M.L.S.
 Traced by H. COMLES 4/47
 Checked by
 Series J No. 53(1) Filed
 Sheet 5 of 24 Sheets



B.M. #8 STA. 46+32 3 1/4" S.I.R. 24" MAPLE ELEV. 529.84
 B.M. #9 STA. 53+18 2 1/2" S.I.R. SPOT on 7" BOULDER ELEV. 534.03
 B.M. #10 STA. 57+92 3 1/4" S.I.R. SPOT on 5" BOULDER ELEV. 558.18 B.M. #11 STA. 62+27 R.R. S.I.R. 36" MAPLE ELEV. 590.49

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