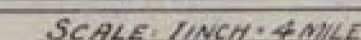


PLAN AND PROFILE OF PROPOSED STATE HIGHWAY

FLOOD RELIEF PROJECT

ST. JOHNSBURY - WELLS RIVER ROAD



SHEET NO. 1 TITLE PAGE

" " 2 TYPICAL CROSS-SECTION OF IMPROVEMENT } ONE COURSE CEMENT CONCRETE
" " 3 DETAILS OF CONSTRUCTION } PAVEMENT - TYPE B

4-28 PLAN AND PROFILE SHEETS

29 STANDARD STRUCTURE SHEET - S-20 (PIPE CULVERTS)

30 " " " - S-21 (BOX " "
31 " " " - S-22 (GUARD RAIL, ETC.)
32 " " CULVERT SHEET - S-C-1 (BOX CULVERTS - 5X5 AND OVER)
33 " " BRIDGE SHEET - S-B-20 ~ 35 FEET
34 " " " - S.T.B-20 ~ 50 FEET

E STA 65+32.7 35 DETAILS OF BALUSTRADE RAIL & SIDEWALK
36 " " " "

37-38-39-40 SUBSTRUCTURE SHEETS

41 SUBSTRUCTURE SHEET - S-B-2

42 & 43 APPROACH SLAB DETAILS - S.B.-2A & S.B.-3 (SKEW)

BRIDGE
STA 84+02.7-STA 85+32.7

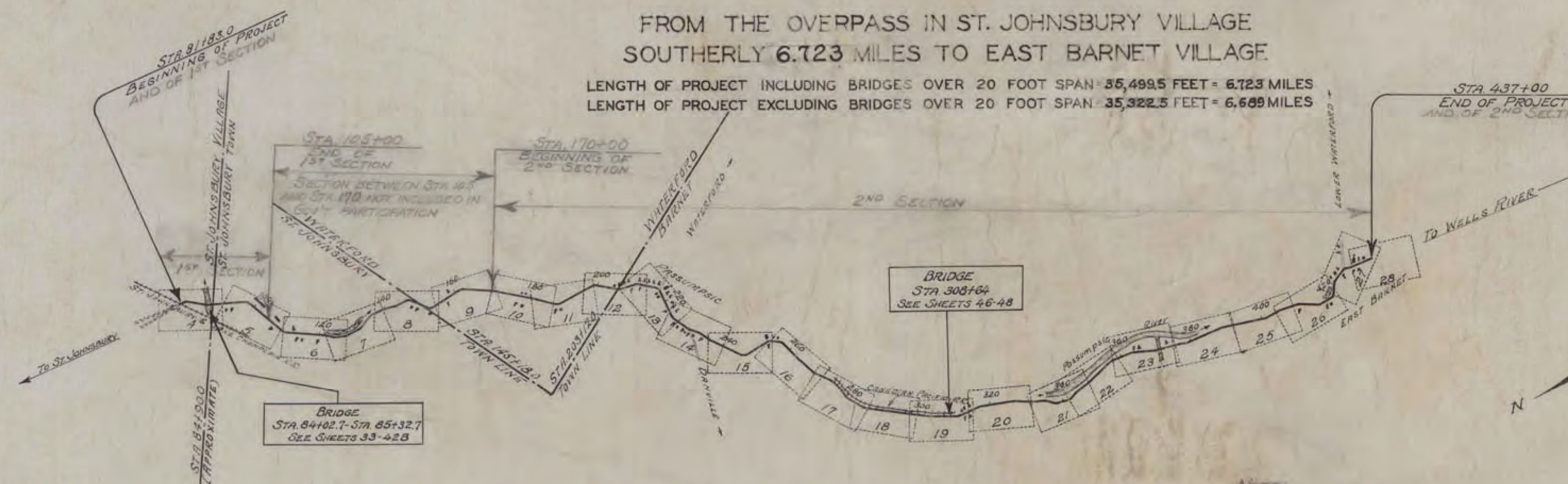
BRIDGE
STA. 308+64

46 LAYOUT
47 STANDARD BRIDGE SHEET - S.L.B. - 20 ~ 14 FOOT SPAN ~ C.R.
48 ABUTMENT EXTENSION - S.L.A.G. - H = 10 FEET
49 - 97 CROSS SECTIONS

FROM THE OVERPASS IN ST. JOHNSBURY VILLAGE
SOUTHERLY 6.723 MILES TO EAST BARNET VILLAGE

LENGTH OF PROJECT INCLUDING BRIDGES OVER 20 FOOT SPAN= 85,499.5 FEET = 6.723 MILES
LENGTH OF PROJECT EXCLUDING BRIDGES OVER 20 FOOT SPAN= 35,322.5 FEET = 6.689 MILES

STA. 437+00
END OF PROJECT



**St. Johnsbury
BRO-1447(30)
Sheet 60 of 76
For Reference Only**

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.....	DATUM	LINE
GRADE ELEVATION	DATUM	LINE

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.

Notes: The General layout of this Project contemplates the use of the Gravel Material obtained as excavation from Sheets 6 & 7 to be used from the beginning of the Project to approximately Sheet 16. This makes it possible to eliminate same base over this section as a paid item of Sub-base of Gravel, and obtain an equivalent construction from Common Excavation.

Over the rest of the project the grade is kept 2" or 3" higher than the old road in order that acceptable Excavation or Borrow may be used instead of sub-base of Gravel.

LAYOUT 1" = 2000'
PLAN 1" = 50'
PROFILE Hor. 1" = 50'
Vert. 1" = 10'

NOTE:
Section between Sta 105 and Sta 170
not included in Govt participation.

This Project to be constructed in accordance with Standard Specifications, on file with the U.S. Bureau of Public Roads, as approved July 7 1926.
These plans subject to such revisions as may be required by the Bureau of Public Roads or the Chief Engineer.

Attention of the Contractor is called to the following items that are modified from the General Specification requirements:

1. Drop Inlet Grates
2. Stone Fill
3. Corrugated Metal Pipes with Paved Inverts

APPROVED: APRIL 20, 1929

H. E. Langston
CHIEF ENGINEER

SUBMITTED BY ORDER OF THE STATE HIGHWAY BOARD
APRIL 20, 1929

St. J. Baker
COMMISSIONER OF HIGHWAYS

RECOMMENDED [REDACTED]
[REDACTED]
DISTRICT ENGINEER

RECOMMENDED FOR APPROVAL

CHIEF ENGINEER

APPROVED _____

DIRECTOR - BUREAU OF PUBLIC ROADS

SERIES F.R. NO. 15-6 FILED
SHEET 1 OF 97