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 5-6 QUANTITY SHEET (DRAINAGE)  
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 35 REINFORCING STEEL SCHEDULE  
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 44 STANDARD STRUCTURE SHEET S-40 (BARRICADES, SIGNS & LIGHTS) ROADWAY  
 45 STANDARD STRUCTURE SHEET S-48-46 (THREE CABLE GUARD RAIL)  
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 50-127 CROSS-SECTIONS  
 128-131 CHANNEL SECTIONS

STANDARD STRUCTURE SHEET APPROVED BY THE CHIEF ENGINEER, VERMONT STATE DEPARTMENT OF HIGHWAYS...

STATE OF VERMONT  
 DEPARTMENT OF HIGHWAYS

PROPOSED IMPROVEMENT

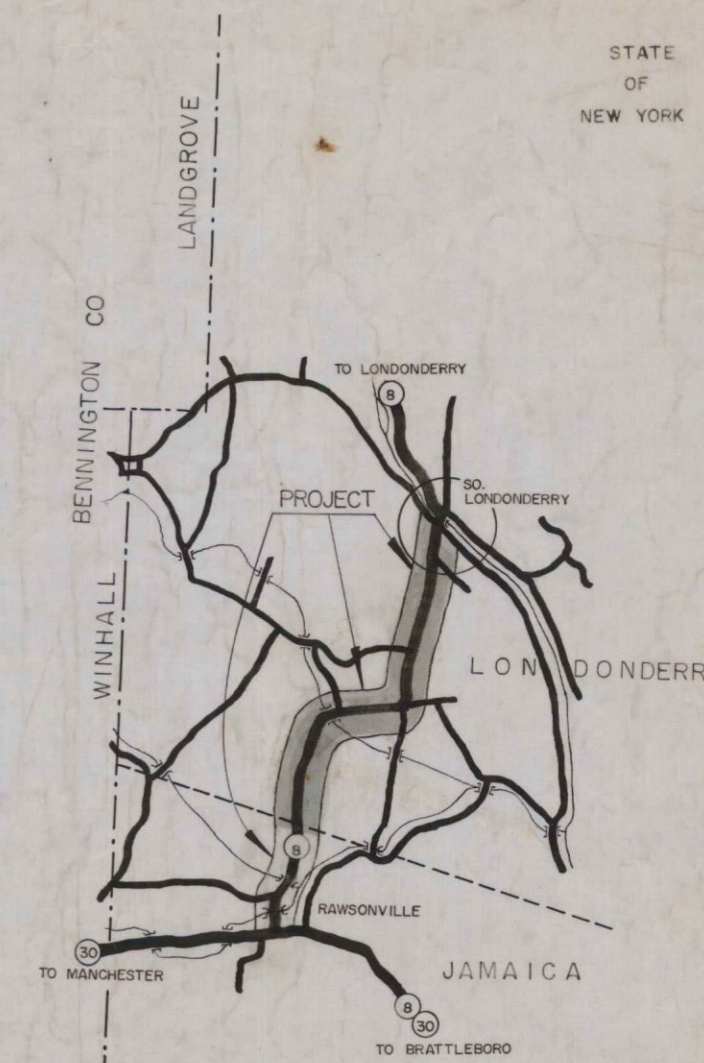
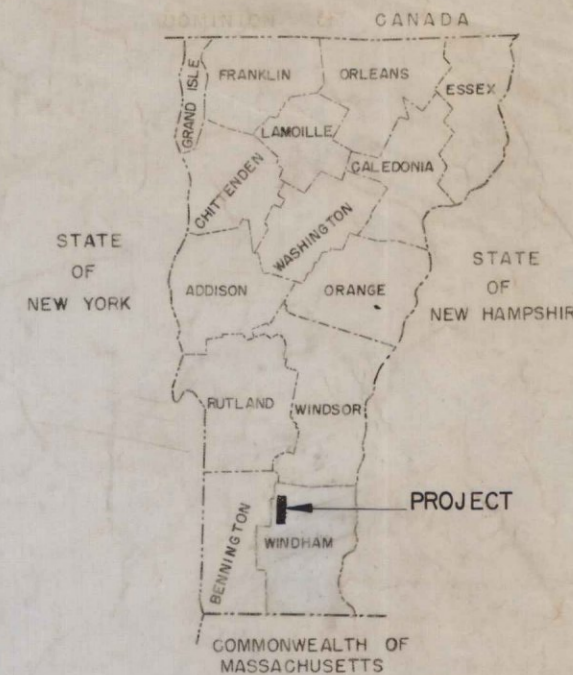
FEDERAL AID SECONDARY PROJECT

TOWNS OF JAMAICA-LONDONDERRY  
 COUNTY OF WINDHAM  
 VERMONT ROUTE 8  
 RAWSONVILLE-LONDONDERRY ROAD

BEGINNING AT THE INTERSECTION OF VERMONT ROUTES 30 AND 8 AND EXTENDING NORTHERLY 20,555.3 FEET... EXCLUDING BRIDGE 3+16.3-4+02.0

LENGTH OF ROADWAY 20,417.3 FEET = 3.867 MILES  
 LENGTH OF BRIDGES 138.0 FEET = 0.026 MILE  
 LENGTH OF PROJECT 20,555.3 FEET = 3.893 MILES

FED. ROAD DIVISION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	VT.	S 73 (1)	1955	1	131

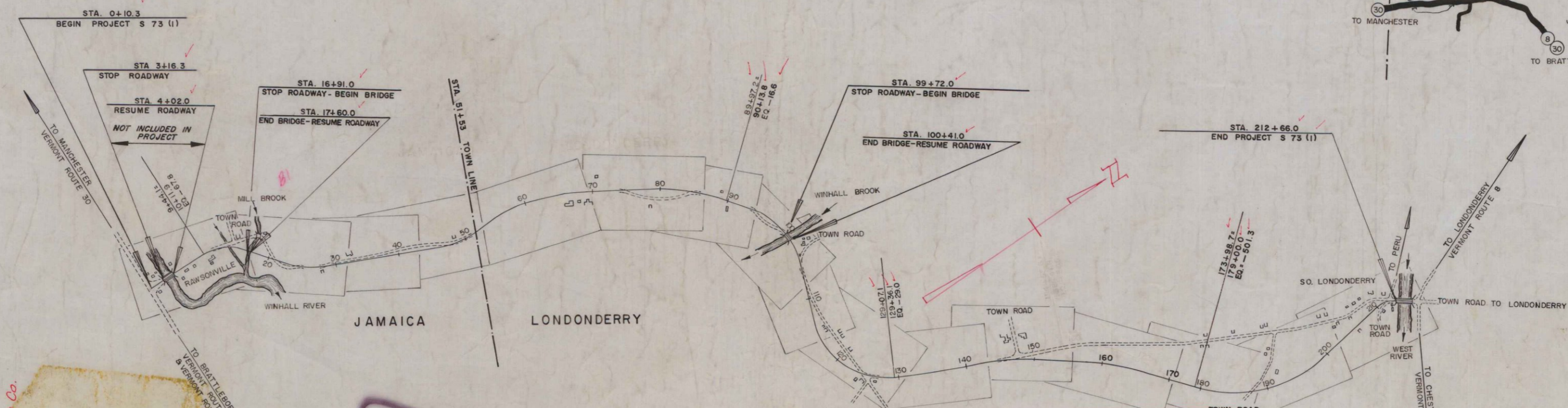


Jamaica 56

JAMAICA-LONDONDERRY  
 LENGTH 3.893 MI.  
 YEAR 19 56  
 TYPE Bridge #1 W. Behm (69'-0" span)  
 CONTRACTOR W.H. Morse, Constr. & Lumber Co.  
 LOCATION Bridge #1 Log Sta. 16+57 (Mill Brook)  
 " " " " 48+36 (Winhall Brook)

Jamaica-Londonderry  
 LENGTH 3.893 MI.  
 YEAR 19 56  
 TYPE W.H. Morse Constr. & Lumber Co.  
 LOCATION Beginning at intersection of routes  
 W. 30 & Vt. 8 and extending northerly  
 on Vt. 8, 20,555.3 ft.

1950



GROUND ELEVATION DATUM U.S. LINE  
 GRADE ELEVATION DATUM U.S. LINE  
 CURVE DATA  
 DEFLECTION OF 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.  
 POINT ON SUB-TANGENT P.O.S.T.

SCALES

TITLE	1" = 1000'
TYPICAL	1" = 2'
PLAN	1" = 80'
PROFILE HORIZONTAL	1" = 50'
PROFILE VERTICAL	1" = 10'
CROSS-SECTIONS	1" = 5'

JAMAICA - LONDONDERRY S 73 (1)	TYPE	PAVEMENT AREA
	DBL TACK COAT OF REF. TAR 1/4" PEASTONE SEAL	52,370 SQ. Y.
RECORD PLANS MATERIALS		
SUB-BASE OF GRAVEL - Winhall River, Jamaica	REINFORCING STEEL - Vt. Structural Steel Co.	
CRUSHED GRAVEL - Butler Pt. Jamaica	STRUCTURAL STEEL - Vt. Structural Steel Co.	
REFINED TAR - Koppers - Everett Mass.	R.C.P. - Vt. Conc. Pipe Co. - Windsor	
PEASTONE FOR SEAL - Morse Plant, Benn.	ACCGMP - N.E. Metal Culvert Co. Palmer, Mass.	
CEMENT - Lone Star	STEEL GUARD RAIL - Cass. Warner Griswold	
CABLE FOR GUARD RAIL - Am. Steel & Wire Co.	GUARD RAIL PAINT - Cass. Warner Griswold	
CONTRACTOR - W.H. Morse Const. & Lumber Co.	CONTRACT DATED May 11, 1955.	
RESIDENT ENGRS - Kallio, Elder, Lombard	CONTRACT STARTED May 16, 1955	
INSPECTORS - Wasner, Ducker	CONTRACT COMPLETED Oct 11, 1956	
RECORD PLANS - Elder	CONTRACT ACCEPTED Oct 11, 1956	

NOTE: ANY FURTHER INFORMATION CONCERNING FINAL QUANTITIES, AMOUNTS OR OTHER DETAILS RELATIVE TO THIS PROJECT MAY BE FOUND IN EITHER THE FIELD BOOKS OR THE ESTIMATE FILE.

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 PLANS AND THE STANDARD ROAD AND BRIDGE SPECIFICATIONS OF 1948, AS APPROVED JULY 25, 1949 BY THE BUREAU OF PUBLIC ROADS, INCLUDING ALL SUBSEQUENT APPROVED REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE SUBMITTED WITH THE PLANS.

APPROVED [Signature] SECONDARY ENGINEER DATE Aug 30 1954	APPROVED [Signature] CONSTRUCTION ENGINEER DATE 1-7-55	APPROVED [Signature] BRIDGE ENGINEER DATE Jan 10 1955	APPROVED [Signature] DISTRICT ENGINEER DATE AUG 25 1954	APPROVED [Signature] HIGHWAY ENGINEER DATE AUG 19 1954	APPROVED [Signature] CHIEF ENGINEER DATE AUGUST 19 1954
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DEPARTMENT OF COMMERCE  
 BUREAU OF PUBLIC ROADS

APPROVED [Signature] DISTRICT ENGINEER  
 DATE [ ]

PROJECT S NO. 73 (1)  
 SHEET 1 OF 131 SHEETS

5/51  
 5/53  
 PLUM  
 2000  
 1000  
 500  
 250  
 125  
 62.5  
 31.25  
 15.625  
 7.8125  
 3.90625  
 1.953125  
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# ITEM DETAIL AND DRAINAGE SHEET

STATE OF VERMONT  
DEPARTMENT OF HIGHWAYS

PROJECT NO.	DATE	SHEET NO.	TOTAL SHEETS
1	Vt S73 (I)	5	131

SUB-BASE OF GRAVEL (LINEAR FEET)				
STA.	STA.	DEPTH		FO
		18"	42"	
0+10.3	3+16.3	306.0		
4+02.0	9+44.1	542.1		67.8
10+11.9	16+91.0	679.1		
17+60.0	89+97.2	7237.2		16.6
90+13.8	99+72.0	958.2		
100+41.0	129+07.1	2866.1		29.0
129+36.1	173+98.7	4462.6		501.3
179+00.0	209+50.0	3050.0		
209+50.0	211+00.0	150.0		
211+00.0	212+66.0	166.0		
TOTALS		20267.3	150.0	

CLEARING & GRUBBING			
STA.	STA.	ACRES	
		LT.	RT.
6+52.0	11+02.0	0.710	0.499
8+68.0	10+70.0	0.023	0.025
13+34.0	16+49.0	0.090	0.078
13+34.0	17+08.0	0.371	0.437
17+00.0	17+05.0	0.006	0.020
17+35.0	17+57.0	0.013	0.013
17+35.0	17+56.0	0.020	0.010
19+25.0	20+85.0	0.086	0.095
19+50.0	22+11.0	0.150	0.276
33+07.0	41+95.0	0.511	0.323
33+10.0	41+95.0	1.029	1.091
49+39.0	50+79.0	0.040	0.047
82+40.0	85+65.0	0.432	0.513
82+85.0	84+95.0	0.130	0.245
90+80.0	95+41.0	0.176	0.234
93+65.0	95+40.0	0.048	0.059
124+50.0	128+05.0	0.145	0.238
125+95.0	126+75.0	0.007	0.038
160+85	168+18	0.428	0.479
170+84	172+18	0.068	0.090
180+09.0	186+00.0	0.407	0.480
180+37.0	186+60.0	0.429	0.503
4+89-6+23	APR 188+57 LT.	0.075	0.234
191+30.0	192+68.0	0.083	0.093
191+61.0	192+93.0	0.132	0.150
201+11.0	201+81.0	0.036	0.261
SUB-TOTALS		3.185	2.939
TOTAL		6.124	3.762

CUTTING AND REMOVING TREES			STEEL GUIDE POSTS		
STA.	LT.	RT.	STA.	LT.	RT.
6+94.0			5+69.0		
12+67.0			9+00.0	1	1
13+09.0	1	1	11+17.3	1	1
13+18.0	1	1	12+33.0	2	
16+83.0			12+43.0	1	
20+52.0	1	1	20+00		
20+80.0	1	1	21+28.0	1	9
21+12.0	1	1	21+00		
22+69.0	1	1	39+00.0	1	
23+44.0	1	1	44+38.0	1	
46+94.0	2	1	50+94.0	1	
47+02.0	1	1	53+66.5	1	
47+23.0			56+29.0		
47+33.0			57+73.0	10	
47+47.0			58+87.0	1	
47+56.0			60+47.0		
47+79.0			61+27.0	6	
48+13.0			71+88.5	3	
48+22.0			71+68.0		
48+42.0			72+80.0	8	
48+56.0			78+75.0		
48+59.0			79+71.0	7	
48+63.0			81+20.0		
48+67.0			85+08.0		
48+79.0			86+74.0		
48+88.0			86+75.0		
48+92.0			85+00.0		
49+10.0	1	2	87+00.0	1	
49+17.0	1	1	87+25.0	1	
49+30.0			88+87.0		
49+35.0			89+00.0		
49+94.0			89+41.5		
50+51.0			89+58.0		
50+62.0			92+55.5		
51+28.0			92+55.5		
51+38.0			95+34.0	1	
51+45.0			95+34.0	1	
51+74.0			95+55.0		
52+02.0			98+72.0		
52+05.0			101+75.0		
52+30.0			102+45.0		
52+42.0			102+45.0		
52+43.0			104+10.0	1	
52+61.0			108+25.0		
52+88.0			111+77.0	23	
52+94.0			108+53.0	1	
53+48.0			108+53.0	1	
55+28.0			110+10.0	1	
57+64.0			113+00.0		
58+18.0			115+35.0		
58+24.0			116+30	1	
58+32.0			116+30.0	1	
58+54.0			117+95.0		
59+18.0			118+50.0		
59+27.0			119+10.0		
59+39.0			124+87.5	1	
59+57.0			119+10.0		
60+11.0			125+37.0	1	
60+94.0			131+24.0	1	
60+98.0			137+48.0		
61+21.0			141+15.5		
61+23.0			131+29.0		
61+57.0	2		133+69.0	16	
61+61.0	1	1	149+84.0		
61+84.0	1	1	156+72.0		
62+70.0			156+88.0		
64+64.0			163+20.0		
64+72.0			163+58.0		
65+04.0			167+05.0		
66+43.0			168+55.0		
70+82.0			169+64.0		
70+89.0			171+00.0		
70+92.0			173+83.0		
71+23.0			182+00.0		
71+36.0			186+15.0		
71+44.0	2		187+27.0		
71+54.0	2		192+30.0		
71+99.0	2		195+80.0		
76+99.0	1	1	201+64.0		
77+03.0	1	1	202+72.0		
77+04.0	1	1	188+50.0		
77+05.0	1	1	205+45.0		
77+07.0	1	1			
77+09.0	2				
85+39.0	1	1			
85+60.0	1	1			
SUB-TOTALS	28	67			

DRAINAGE STRUCTURES																	
STA.	STA.	POS.	OLD CULV.	TYPE		R.C.P.	ACC.C.M.P.	BIT. CONC. PAV'T. FOR BRIDGE FLOORS	PRECAST RC/PI WITH COVER	TRENCH EXCAV.	RELAY PIPE	ASKEW LT. RT.	GRAVEL BACKFILL EXCAV.	STRU. CHANNEL EXCAV.	CONST. INLET DITCH	CONST. OUTLET DITCH	REMARKS
				IN	OUT												
1+20.0		RT.	12" C.M.P.														RETAIN - DRIVE CULVERT
1+41.0		C.	18" ACCOMP														RETAIN
9+00.0		C.	PRCPDI				18"	38'				86°02'				X	REMOVE
9+06.0		RT.	12" C.M.P.														
11+17.3		C.	S.H.				18"	62'	1.9			46°00'	9-9.0			X	REMOVE
11+33.0		C.	12" C.M.P.									70°00'					REMOVE
12+33.0		C.	5" BOILER P. CRADLE H.W.	CRADLE H.W.			72"	68'	6.6			74°27'	19-14	100-3	5+14	X	ENDS OF PIPE CUT TO FIT SLOPE
20+76.0		C.	2.5' X 1' S.B.									82°13'					REMOVE - ITEM 101-A & 101-B
21+00.0		C.	PRCPDI				18"	52'	1			60°00'					REMOVE
26+95.0		C.	12" C.M.P.									74°00'					REMOVE
31+66.0		LT.															DRIVE CULVERT
32+70.0		LT.					15"	22'									DRIVE CULVERT
28+00.0		LT.					15"	36'									DRIVE CULVERT
33+74.0		C.	CRADLE H.W.	CRADLE H.W.			48"	144'	3.4								REMOVE
33+77.0		LT.	3.5' X 2.5' CONC. BOX									85°00'					REMOVE
37+00.0		C.	15" C.M.P.	LTYPE H.					3.8			43°15'					REMOVE
41+00.0		LT.	12" C.M.P.														REMOVE
44+38.0		C.	S.H.				18"	60'	1.9			60°00'					DRIVE CULVERT
46+85.0		LT.															DRIVE CULVERT
50+94.0		C.	2' X 1.5' S.B.	S.H.			18"	52'	1.9			89°34'					DRIVE CULVERT - RELAY & EXTEND
51+85.0		LT.					12"	14'									
53+66.5		C.	1' X 1.5' S.B.	S.H.			18"	56'	1.9								
56+91.0		C.	1' X 1.5' S.B.	S.H.			18"	64'	1.9								
58+87.0		C.	12" C.M.P.	S.H.			18"	48'	1.9								
65+75.0		LT.					15"	32'									DRIVE CULVERT
66+12.0		C.	4' X 4' CONC. CRADLE H.W.	CRADLE H.W.			60"	84'	4.8								ENDS OF PIPE CUT TO FIT SLOPE
71+88.5		C.	15' X 1.5' S.B.	CRADLE H.W.	CRADLE H.W.		72"	62'	6.6								ENDS OF PIPE CUT TO FIT SLOPE
75+80.0		RT.	12" C.M.P.									71°45'					REMOVE
79+50.0 LT. - 79+68.0 RT.		RT.	S.H.				18"	52'	1.9								DRIVE CULVERT
79+25+1+00.0 DRIVE		RT.					15"	34'									RETAIN
81+20.0		RT.	15" ACCOMP														REMOVE
85+08.0		RT.	12" C.M.P.														DRIVE CULVERT
86+74.0		RT.					18"	30'									DRIVE CULVERT
86+75.0		LT.					18"	30'									DRIVE CULVERT
85+00.0		RT.					18"	34'									DRIVE CULVERT
87+00.0 RT-87+25.0		LT.	PRCPDI	S.H.			18"	48'	2.1								DRIVE CULVERT
88+87.0		LT.					18"	40'									REMOVE
89+00.0		LT.	12" C.M.P.														DRIVE CULVERT
89+41.5		C.	2' X 1.5' S.B.														REMOVE
89+58.0		C.	LTYPE H.				18"	70'	2.4			49°30'					REMOVE & RELAY AT STA. 95+34.0
92+55.5		C.	3' X 2' CONC. LTYPE H.				36"	68'	6.8			61°00'					DRIVE CULVERT
95+34.0		C.	LTYPE H.				18"	20'	2.4			62°10'					REMOVE
95+55.0		C.	18" ACCOMP									85°00'					REMOVE & RELAY AT STA. 95+34.0
98+72.0		LT.					15"	28'	1.0								DRIVE CULVERT
101+75.0		LT.					15"	28'									DRIVE CULVERT
102+45.0		LT.	12" C.M.P.														DRIVE CULVERT
104+10.0		C.	15" C.M.P.	LTYPE H.			18"	56'	2.4			70°00'					DRIVE CULVERT
108+53.0		C.	12" ACCOMP	S.H.			18"	58'	1.9			82°30'					DRIVE CULVERT
110+10.0		C.	2' X 2' S.B.	S.H.			18"	90'	1.9								DRIVE CULVERT
113+00.0		LT.	1.5'														