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Standard Structure Sheets 5-28 & 5-29 approved by the Chief Engineer on July 14, 1933.

Standard Structure Sheet 5-30 approved by the Chief Engineer on Aug 15, 1933.

Standard Structure Sheet 5-31 approved by the Chief Engineer on July 25, 1934.

STATE OF VERMONT  
STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED  
STATE HIGHWAY

U. S. WORKS PROGRAM SECONDARY OUTSIDE PROJECT (W.P.S.O. 205A)

TOWN OF MORGAN

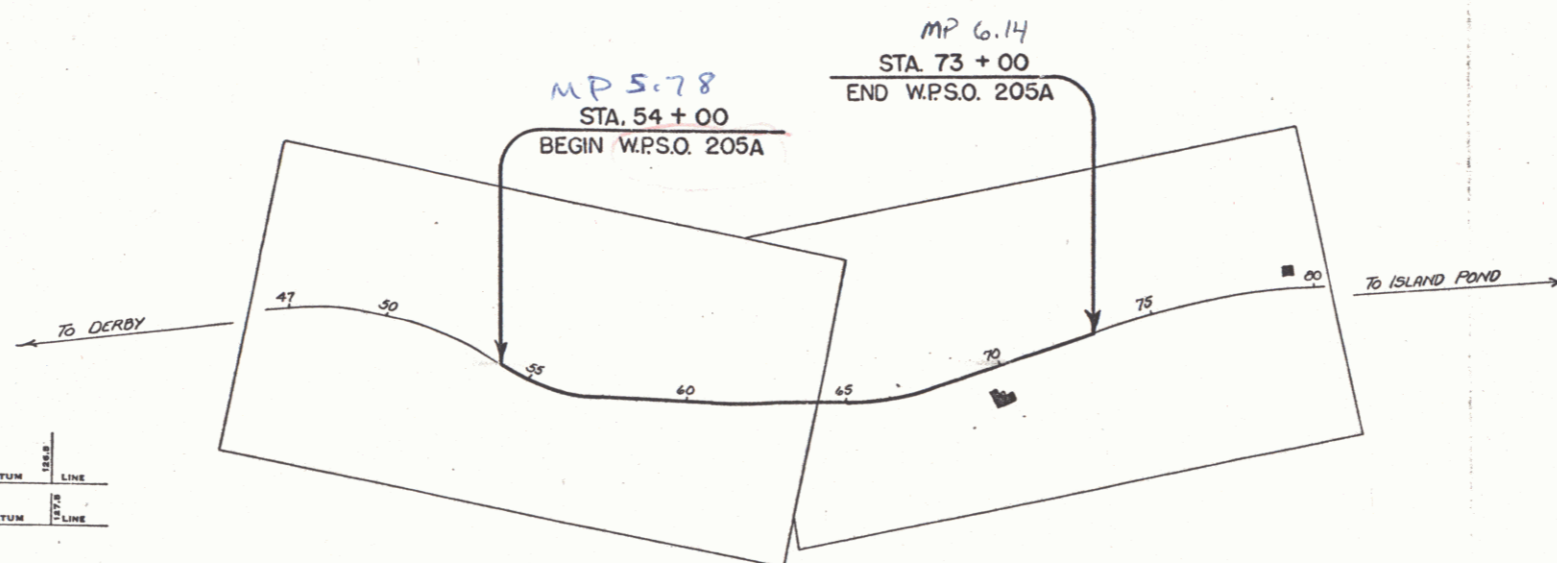
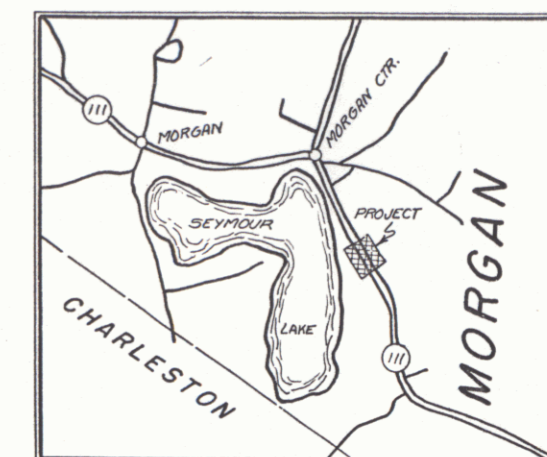
Pin # COR075

DERBY-ISLAND POND ROAD

BEGINNING 1/2 MILE SOUTH OF MORGAN CENTER VILLAGE, AND  
EXTENDING SOUTHERLY 0.358 MILES.

LENGTH OF PROJECT 1891.6 FT. = 0.358 MILES

FED. ROAD DIST. NO.	STATE	W.P.S.O. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	Vt.	205A	1936	7	18



RIGHT-OF-WAY DIVISION  
TOWN FILE

PERPETUAL  
Town of MORGAN  
(To Be Returned To R.O.W. Division)

APPROVED: JAN. 17, 1936  
*H. Delaney*  
COMMISSIONER OF HIGHWAYS  
SUBMITTED BY ORDER OF THE STATE HIGHWAY BOARD

CONVENTIONAL SIGNS

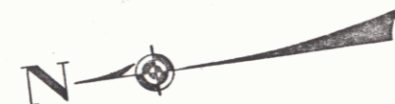
COUNTY LINE	GROUND ELEVATION
TOWN LINE	RETAINING WALL
FENCE LINE	CENTER LINE
STONE WALL	SURVEY LINE
UNFENCED PROPERTY	CULVERT
GUARD RAIL	DROP INLET
TRAVELED WAY	TROLLEY POLE
RAILROAD	POWER POLE
RETAINING WALL	TELEPHONE POLE
CENTER LINE	TREES
SURVEY LINE	HEDGE
CULVERT	
DROP INLET	
TROLLEY POLE	
POWER POLE	
TELEPHONE POLE	
TREES	
HEDGE	

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" = 300'
TYPICAL	1" = 2'
PLAN	1" = 50'
PROFILE - HOR.	1" = 50'
PROFILE - VER.	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 plans and Standard Road and Bridge Specifications of 1930, including all subsequent approved revisions, and such revised specifications and special provisions as are submitted with the plans. Attention of the contractor is called to the fact that the State Highway Board reserves the right to extend this project of the same contract prices. Said cost of extension not to exceed 25% of the amount of the contract.

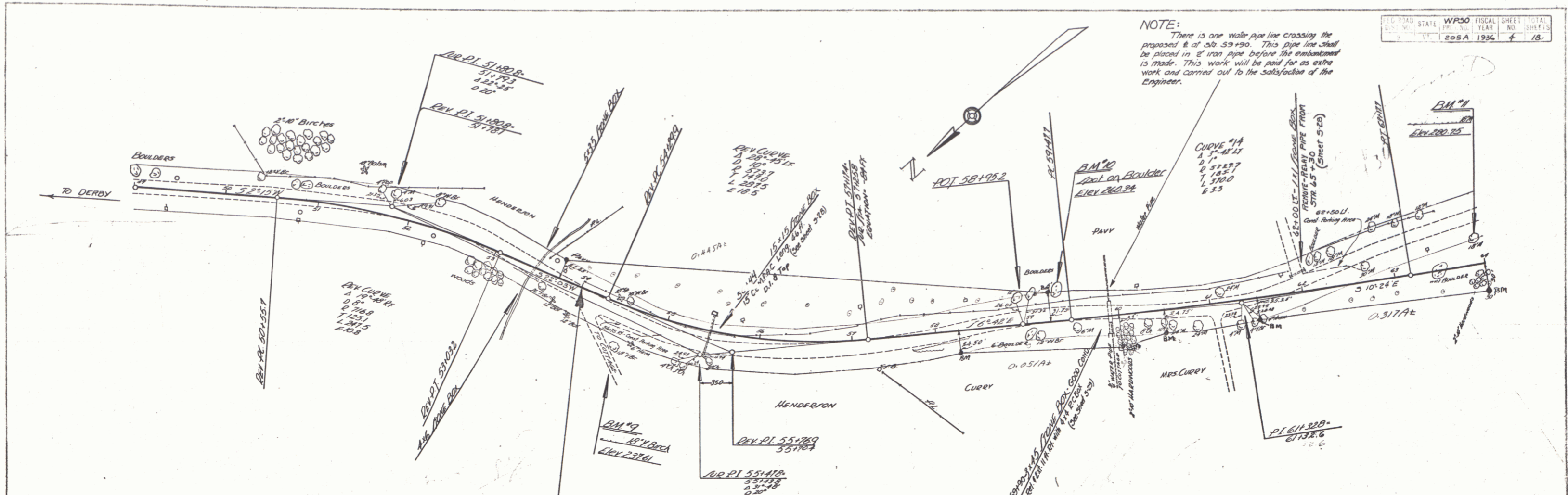
RECOMMENDED  
DISTRICT ENGINEER BUREAU OF PUBLIC ROADS  
RECOMMENDED FOR APPROVAL  
CHIEF ENGINEER BUREAU OF PUBLIC ROADS  
APPROVED  
DIRECTOR - BUREAU OF PUBLIC ROADS

CORRECT: Jan. 20, 1936  
ROAD ENGINEER  
SERIES W.P.S.O. NO. 205A FILED  
SHEET 7 OF 18

DIST. # 9 PLANS 1

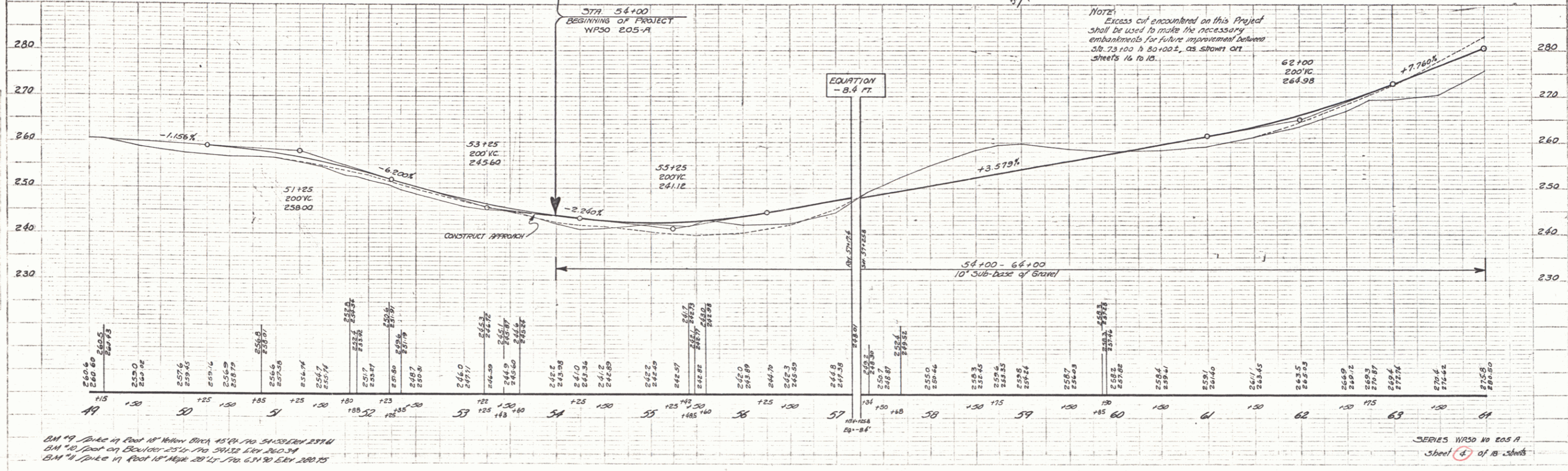
Approved  
 Checked  
 Prepared  
 Drawn  
 Plotted  
 Date

Approved  
 Checked  
 Prepared  
 Drawn  
 Plotted  
 Date



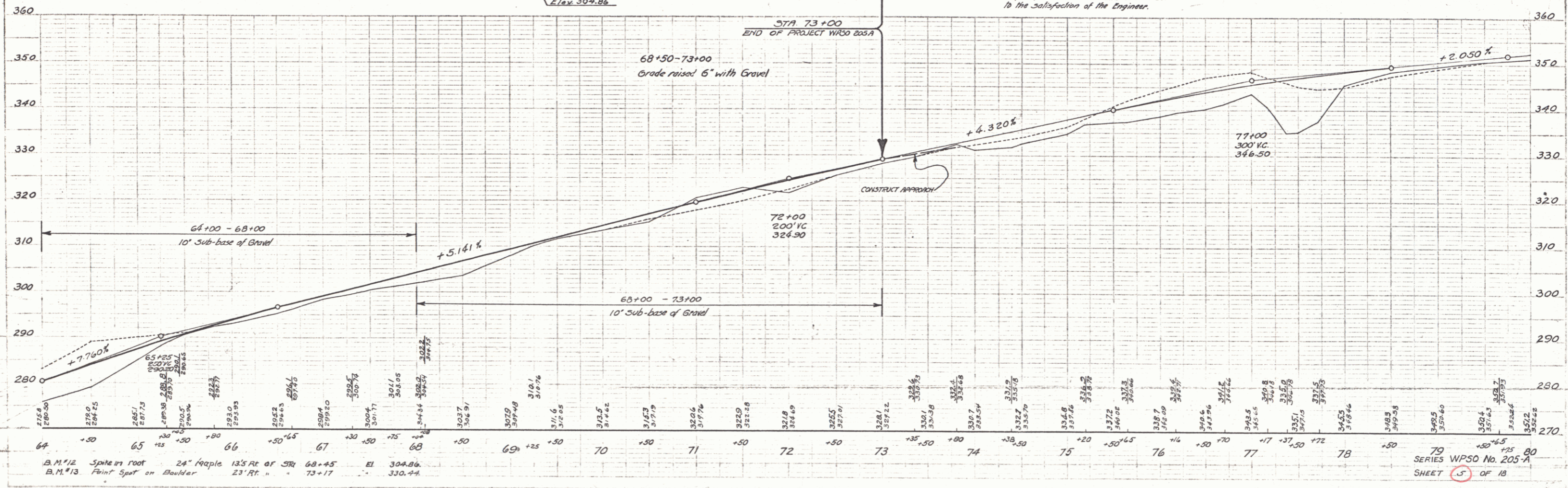
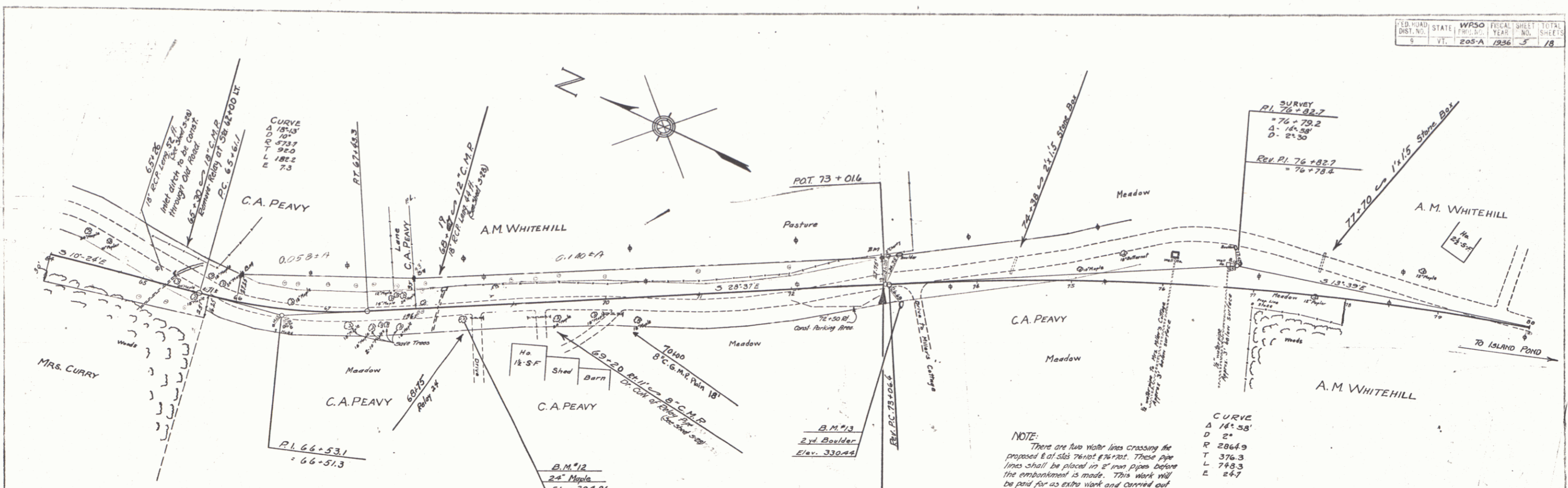
**NOTE:**  
 There is one water pipe line crossing the proposed R at 58+39.90. This pipe line shall be placed in 8" iron pipe before the embankment is made. This work will be paid for as extra work and carried out to the satisfaction of the Engineer.

STATE	WP50	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
VT	205A	1936	4	18



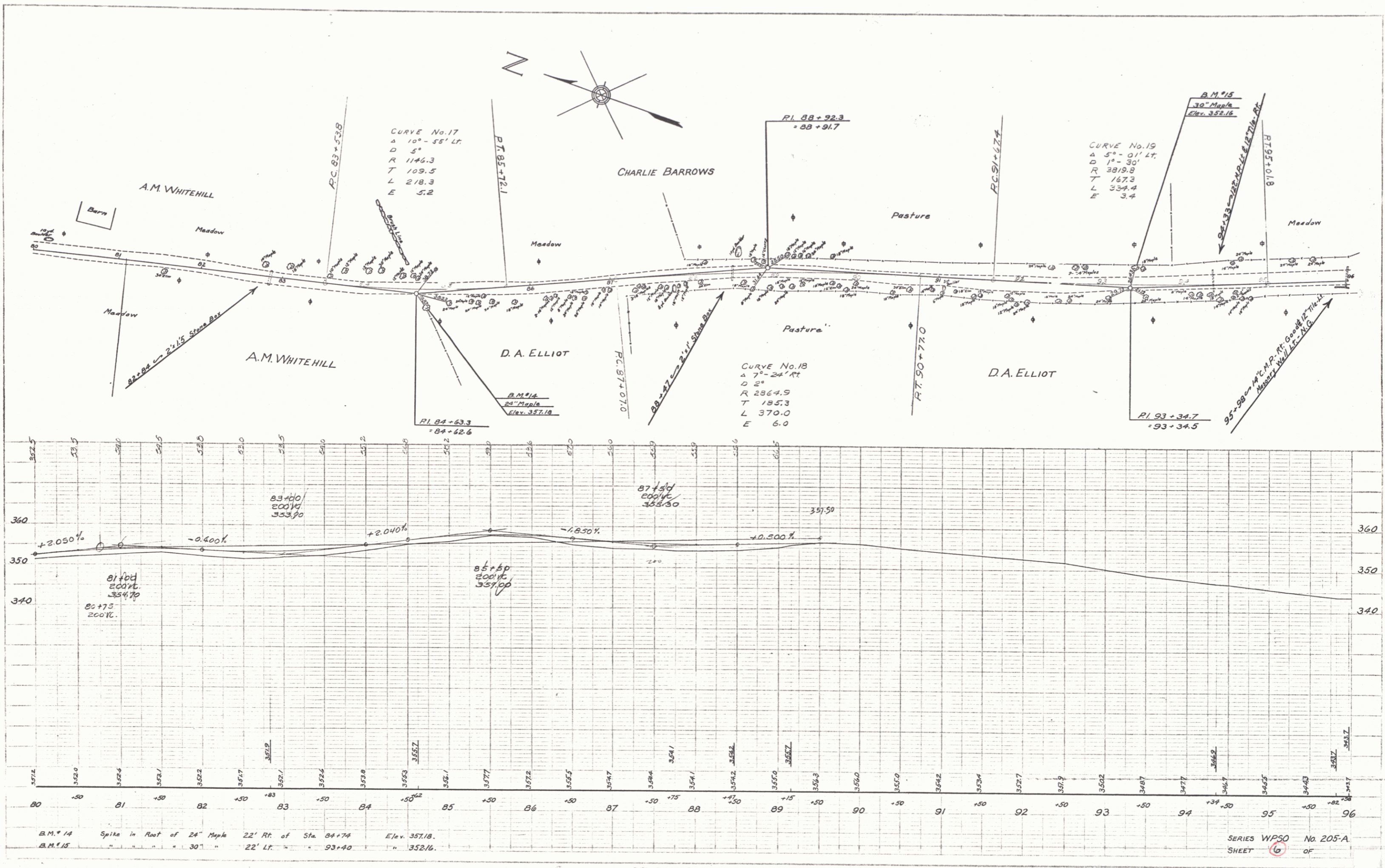
BM 19, Base of Foot 18" Mason Brick 45' 14" TO 54+33.64 ELEV 237.6  
 BM 20, Foot of Boulder 25' 10" TO 54+33.64 ELEV 240.34  
 BM 21, Pole 17' Foot 14" High 28' 11" TO 61+30 ELEV 280.25

SERIES WP50 NO 205A  
 Sheet 4 of 18 sheets



PLAN  
 Description  
 CHAINING  
 DATE  
 TRIP

Profile  
 CHAINING  
 DATE



B.M. #14 Spike in Root of 24" Maple 22' Rt. of Sta. 84+74 Elev. 357.18.  
 B.M. #15 " " " 30" " " 93+40 " 352.16.

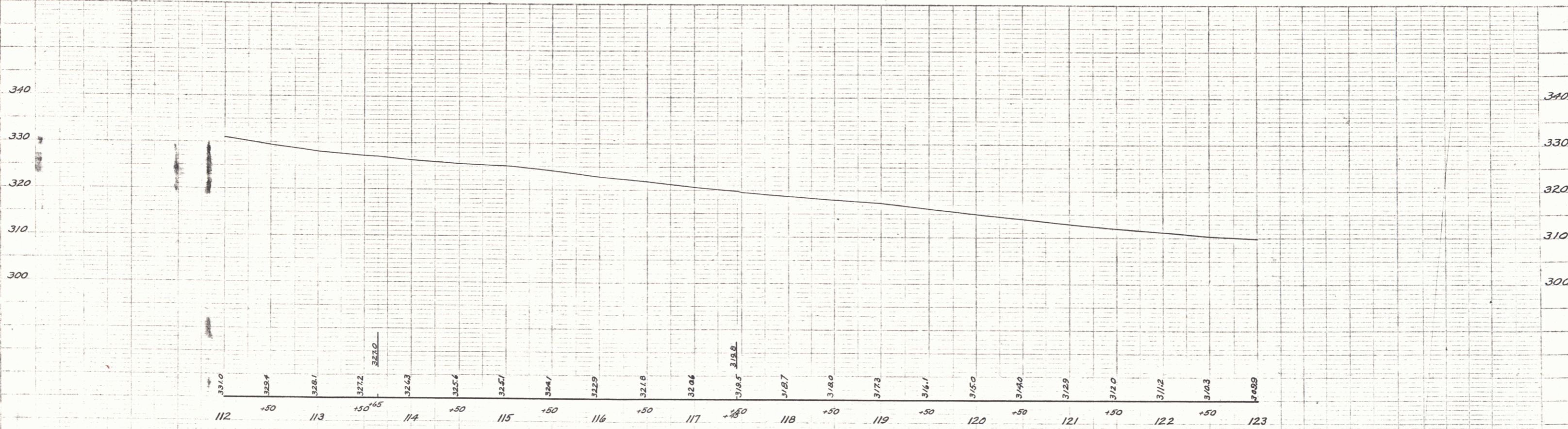
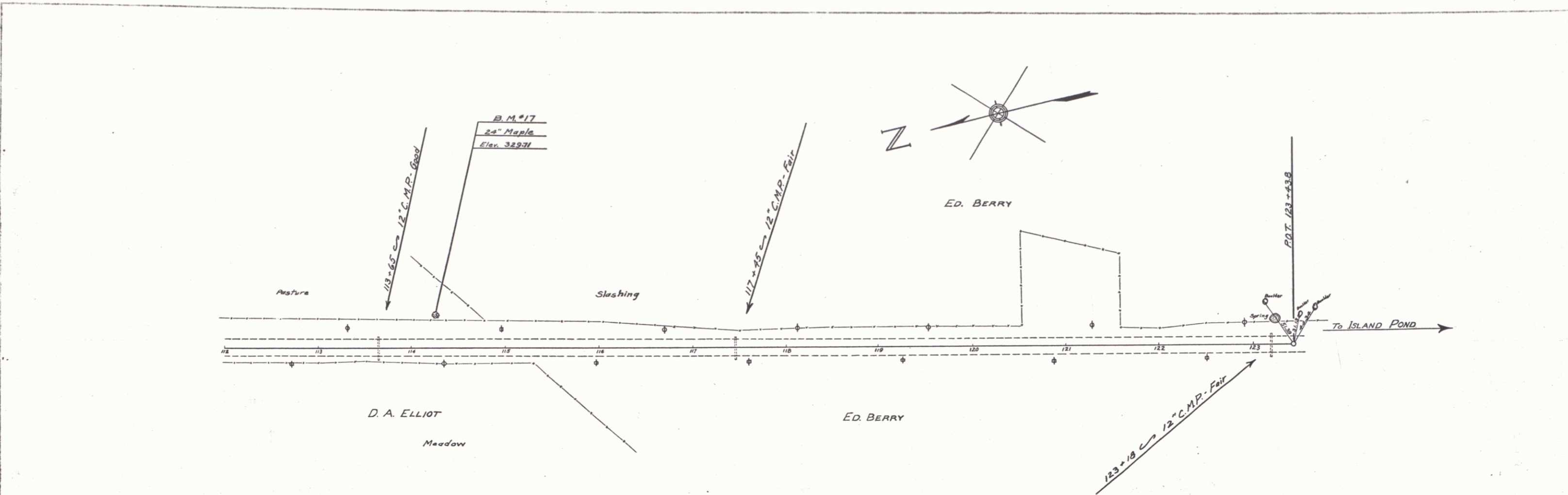
SERIES WPSO No. 205-A  
 SHEET 6 OF

MORGAN

4



CARRINGTON MARRAS  
 Consulting  
 1100 S. UNIVERSITY DRIVE  
 THUNDERBOLT, CO. IDAHO 83841



B.M. #17 Spike in Root of 24" Maple 33' L.P. of Sta. 114+25 Elev. 329.71.  
 B.M. #18 Point Spot on Boulder on Rt of Line (beyond Sta 123+50) " 311.34.

SERIES WPSO No. 205-A  
 SHEET 8 OF

MORGAN