FED. ROAD DIST. NO.	STATE	N.R.S. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	VT.	169	1934 (1935)	1	19

INDEX OF SHEETS

SHEET NO. 1 TITLE PAGE
2 TYPICAL CROSS-SECTION FOR 2½" GRAVEL MIXED-IN-PLACE SURFACE COURSE
3 DETAILS OF CONSTRUCTION — BANKING AND WIDENING
4-6 PLAN AND PROFILE SHEETS
7 STANDARD STRUCTURE SHEET S 28
8 " " " S 30
9 " " " S 31
10 BARRICADES, SIGNS, AND LIGHTS SB 11
11-19 CROSS-SECTIONS

STANDARD SHEETS 328, 329, APPROVED BY THE CHIEF ENGINEER ON JULY 11, 1933.
STD. SHEET 530 APPROVED BY THE CHIEF ENGINEER AUG. 15, 1933.
STD. SHEET 531 APPROVED BY THE CHIEF ENGINEER JULY. 25, 1934.

STATE OF VERMONT
STATE HIGHWAY DEPARTMENT

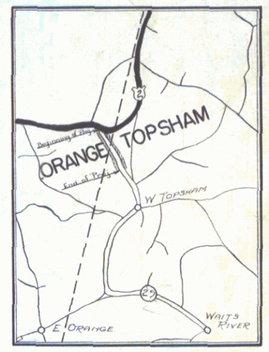
PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY

NATIONAL RECOVERY SECONDARY HIGHWAY PROJECT

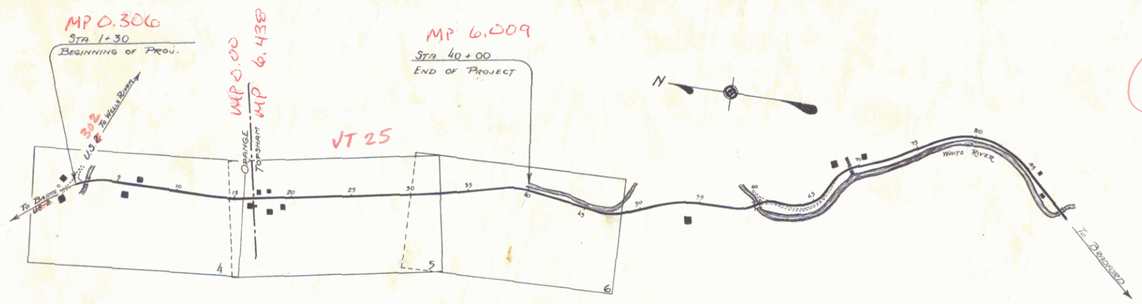
TOWNS OF ORANGE AND TOPSHAM

ORANGE-TOPSHAM ROAD
FROM THE JUNCTION OF ROUTES U.S.2 AND VT. 25
3870.0 FT. OR 0.732 MILES SOUTHERLY TO A POINT 2250 FT. SOUTH OF THE ORANGE-TOPSHAM TOWN LINE.

LENGTH OF PROJECT-3870.0 FT. = 0.732 MILES.



SCALE ~ 1 INCH = 1 MILE



PIN: 00R313
VT 25

APPROVED: Oct. 18, 1934
H. Haigent
COMMISSIONER OF HIGHWAYS.
SUBMITTED BY ORDER OF THE STATE HIGHWAY BOARD

CONVENTIONAL SIGNS

COUNTY LINE
TOWN LINE
FENCE LINE
STONE WALL
UNFENCED PROPERTY
GUARD RAIL
TRAVELED WAY
RAILROAD
RETAINING WALL
CENTER LINE (30 PC 30+00)
SURVEY LINE
CULVERT
DROP INLET
TROLLEY POLE
POWER POLE
TELEPHONE POLE
TREES
HEDGE

GROUND ELEVATION ..... DATUM ..... LEAD LINE
GRADE ELEVATION ..... DATUM ..... TAPE 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" = 500'
PLAN	1" = 50'
PROFILE HOR.	1" = 50'
PROFILE VERT.	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, the National Recovery Act special provisions, and such revised specifications and special provisions as are submitted with the plans.

The attention of contractors is called to the fact that the State Highway Board reserves the right to extend this project southerly at the same contract prices. Said cost of extension is not to exceed 25% of the amount of the contract.

RECOMMENDED [redacted]
DISTRICT ENGINEER BUREAU OF PUBLIC ROADS

RECOMMENDED FOR APPROVAL [redacted]
CHIEF ENGINEER BUREAU OF PUBLIC ROADS

APPROVED [redacted]
DIRECTOR - BUREAU OF PUBLIC ROADS

CORRECT: [redacted]
ROAD ENGINEER

SERIES NRS NO. 169 (1935) FILED
SHEET 1 OF 19

IMPERIAL TRACING CLOTH KEUFFEL & ESSER CO., INC., N. Y.