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(2% CRUSHED STONE MIXED-IN-PLACE SURFACE COURSE WITH CUTBACK ASPHALT-ITEMS 24A & 24K, AND MAINT. COST OF RETIRED TIR-ITEM 24H.)

Standard Structure Sheet 520 approved by the Chief Engineer on July 16, 1933.

Standard Structure Sheet 530 approved by the Chief Engineer on Aug 15, 1933.

Standard Structure Sheet 531 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 STATE OUTSIDE PROJECT (W.P.S.O. 201A)

TOWN OF SWANTON

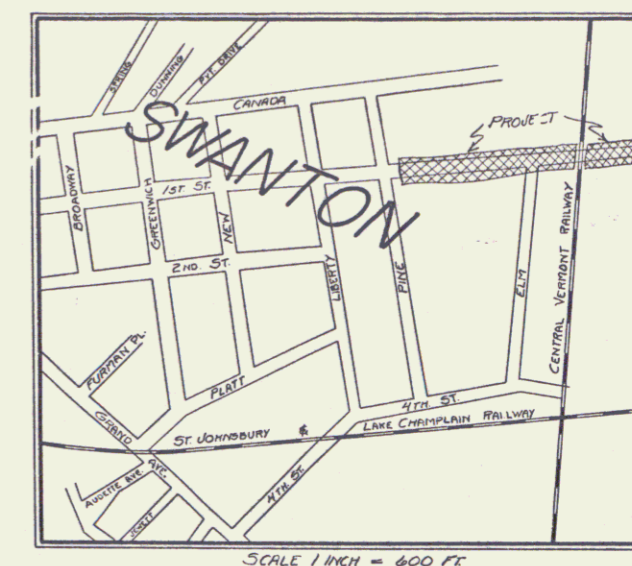
AIRPORT ROAD

BEGINNING AT A POINT 50 FT. EAST OF THE INTERSECTION WITH PINE STREET AND EXTENDING EASTERLY 0.279 MILES TO A POINT 50 FT. EAST OF THE RESIDENCE OF IDA LAFAR.

LENGTH OF PROJECT 1477.9 FT. = 0.279 MILES

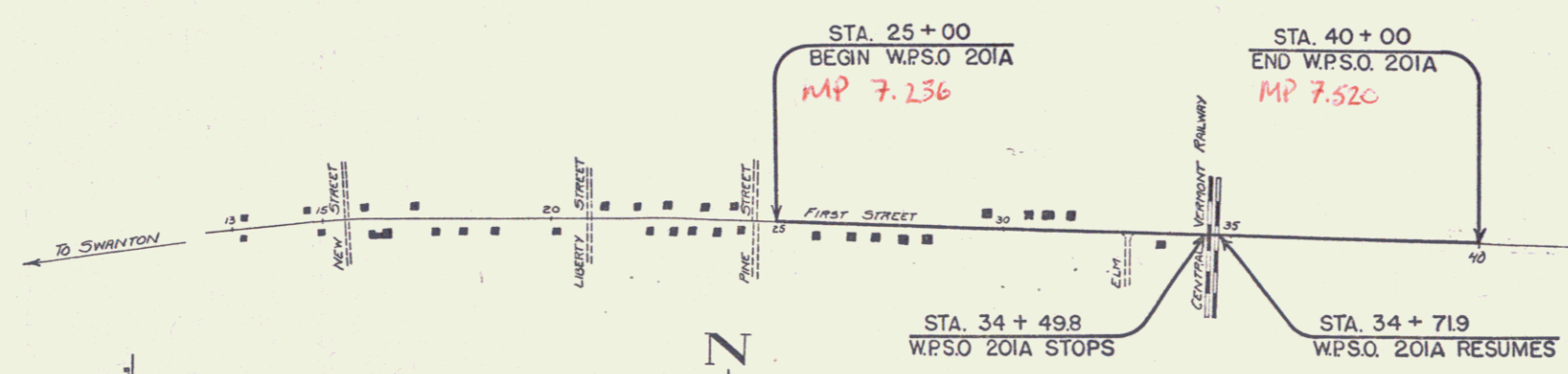
FED. ROAD DIST. NO.	STATE	W.P.S.O. YEAR	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	VT.	201A	1936	1	14

Route VT 78
Project WPSO 201A
Pin # 002432
Date 11/29/1935



SCALE 1 INCH = 600 FT.

RIGHT-OF-WAY DIVISION
TOWN FILE
PERPETUAL
Town of Ut 78
(To Be Returned To R.O.W. Division)



APPROVED: Nov 29, 1935
H. H. August
COMMISSIONER OF HIGHWAYS
SUBMITTED BY ORDER OF THE STATE HIGHWAY BOARD

CONVENTIONAL SIGNS

COUNTY LINE	GROUND ELEVATION
TOWN LINE	FENCE LINE
STONE WALL	UNFENCED PROPERTY
GUARD RAIL	TRAVELED WAY
RAILROAD	RETAINING WALL
CENTER LINE	CULVERT
CURVEY LINE	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" = 200'
TYPICAL	1" = 2'
PLAN	1" = 50'
PROFILE	1" = 10'
CROSS-SECTIONS	1" = 5'

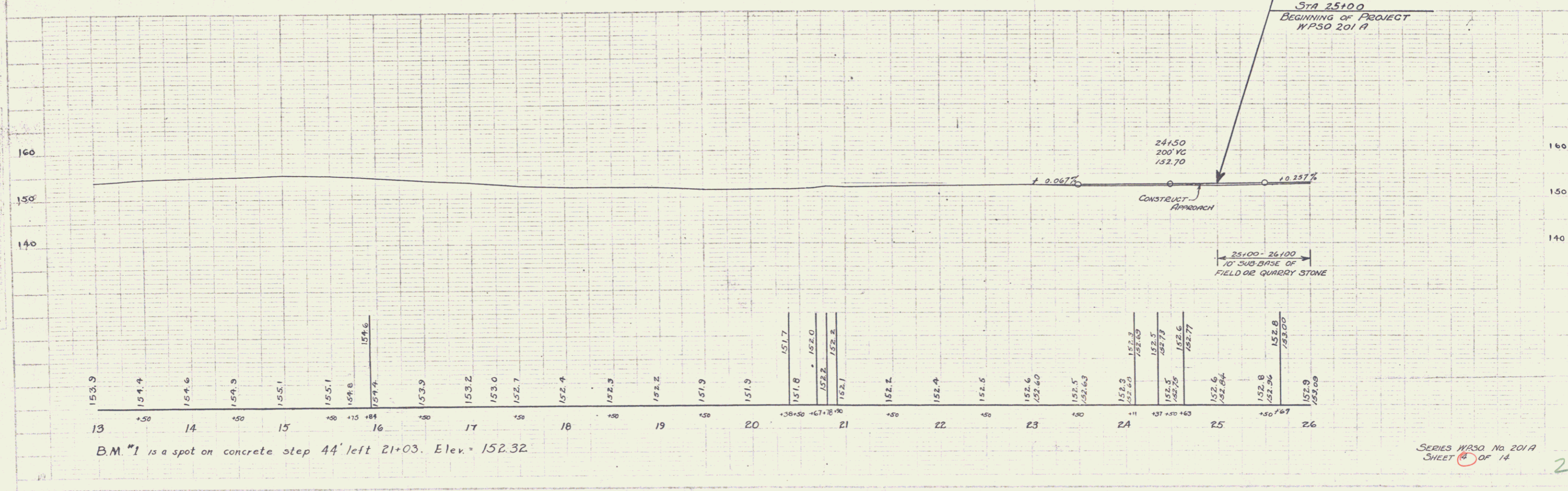
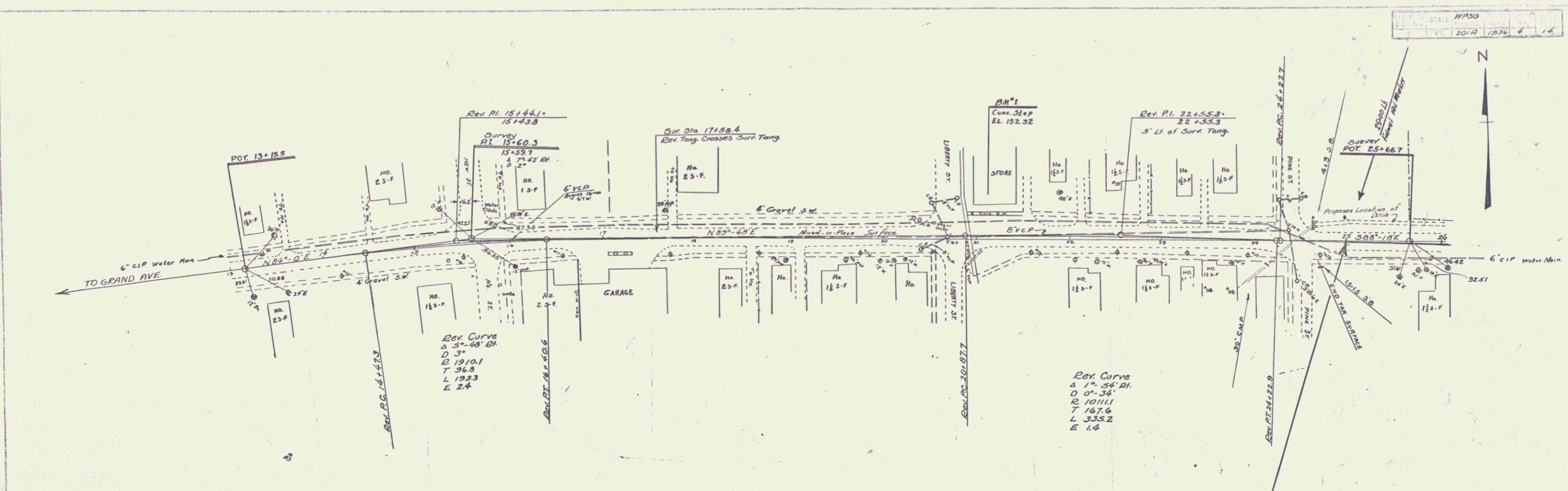
These plans are subject to such revisions as may be required by the Bureau of Public Roads or the Commissioner of Highways. Construction is to be carried on in accordance with the plans and Standard Road and Drainage Specifications of 1930, including all subsequent approved revisions and such revised 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 at the same contract prices. Said cost of extension not to exceed 25% of the amount of the contract.

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

CORRECT: Nov 29, 1935
H. H. August
ROAD ENGINEER
SERIES W.P.S.O. NO. 201A FILED
SHEET 1 OF 14

PLAN
 SHEET NO. 201A
 DATE 12/26/12

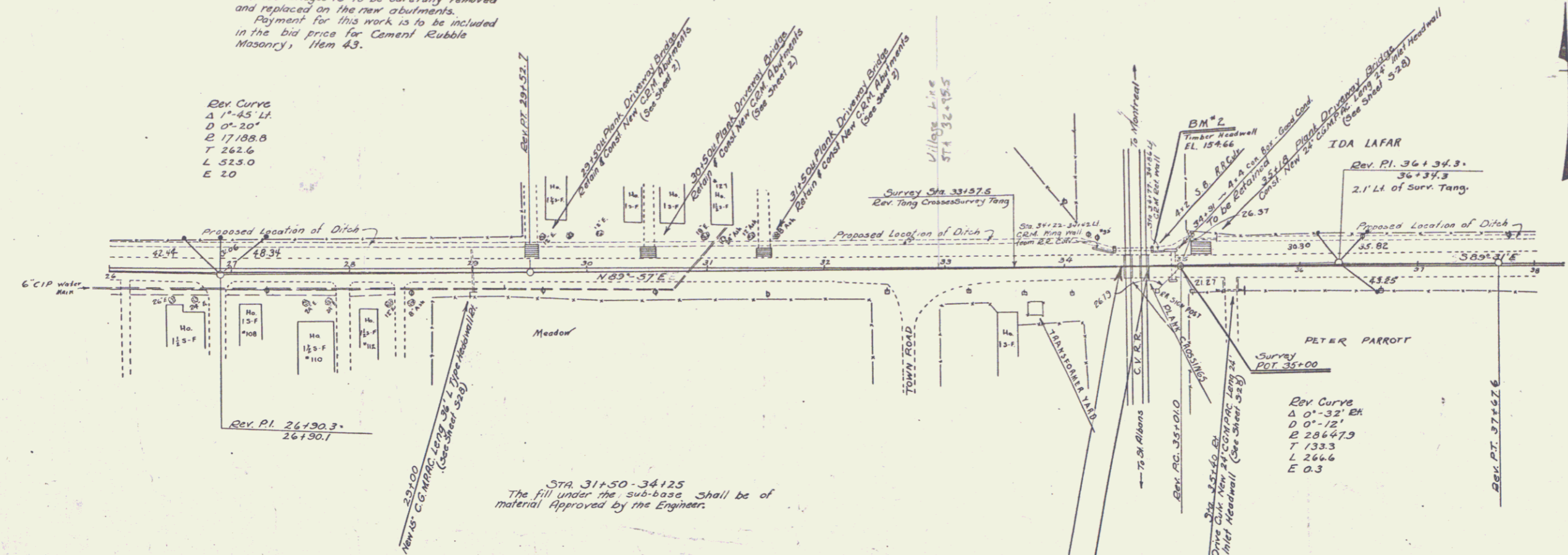
SECTION
 SHEET NO. 201A
 DATE 12/26/12



B.M. #1 is a spot on concrete step 44' left 21+03. Elev. = 152.32

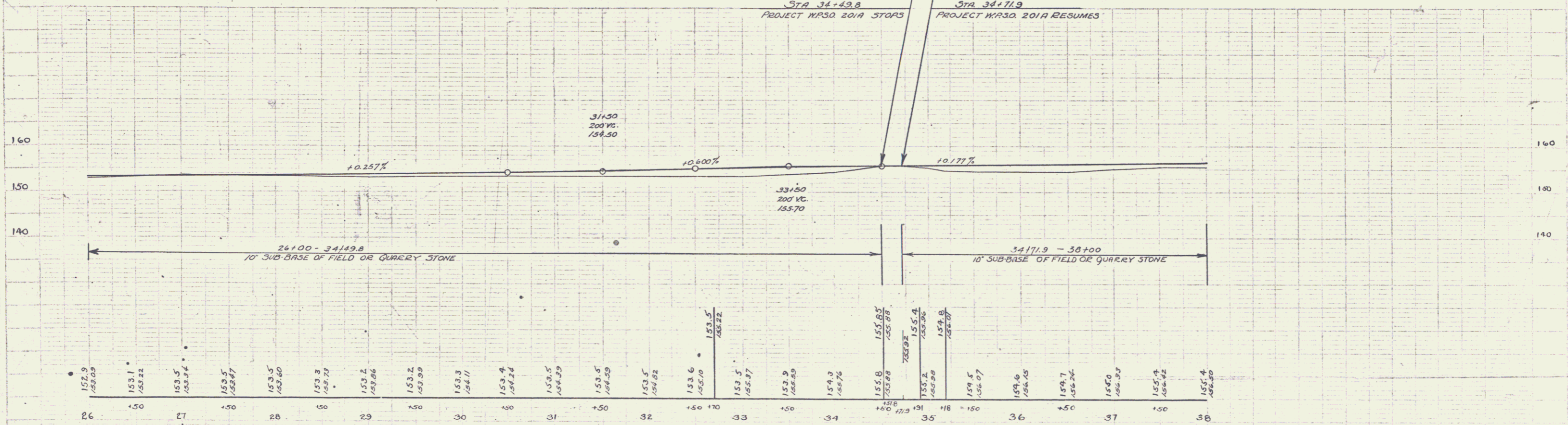
STA 29+50-30+50-31+50 Lt.
 The present plank superstructure on each of these bridges is to be carefully removed and replaced on the new abutments. Payment for this work is to be included in the bid price for Cement Rubble Masonry, Item 43.

Rev Curve
 Δ 1°-45' Lt.
 D 0°-20'
 E 17108.8
 T 242.6
 L 323.0
 E 2.0

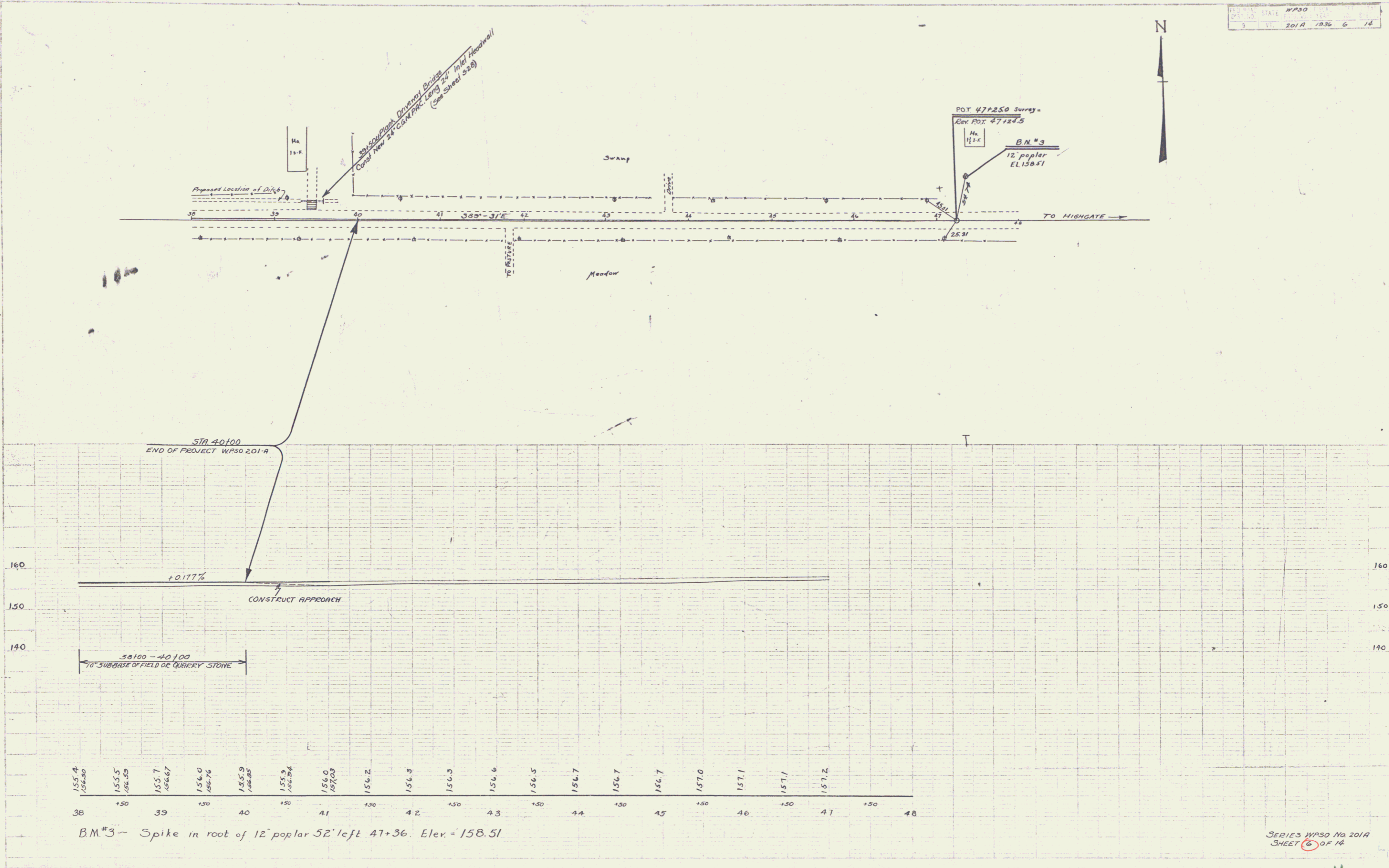


STA 31+50-34+25
 The fill under the sub-base shall be of material approved by the Engineers.

Rev Curve
 Δ 0°-32' Rt.
 D 0°-12'
 E 28667.9
 T 133.3
 L 266.6
 E 0.3



B.M. #2 - Spike in top of R.R. culvert head 15' left 34+77. Elev. = 154.66



WPSO
 STA 1
 201A 1936 6 14

WPSO
 STA 1
 201A 1936 6 14

B.M. #3 ~ Spike in root of 12" poplar 52' left 47+36. Elev. = 158.51