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Standard Structure Sheets approved by the Chief Engineer:

- 320 July 14, 1933
- 330 Aug 15, 1934
- 331 July 25, 1934

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	VT.	75A	1936	1	14

CONT. 2

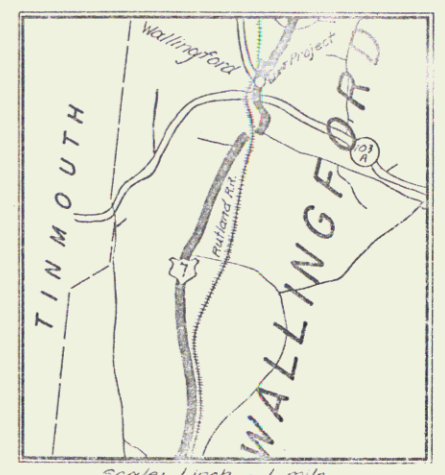
STATE OF VERMONT
STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY
FEDERAL AID PROJECT

VILLAGE OF WALLINGFORD

MANCHESTER-RUTLAND ROAD
BEGINNING AT STA. 1021 + 90, A POINT ON U.S. ROUTE 7, 5.76± MILES NORTHERLY FROM THE DANBY-WALLINGFORD TOWN LINE.
ENDING AT STA. 1032 + 00, A POINT ON U.S. ROUTE 7, 5.95± MILES NORTHERLY FROM THE DANBY-WALLINGFORD TOWN LINE.

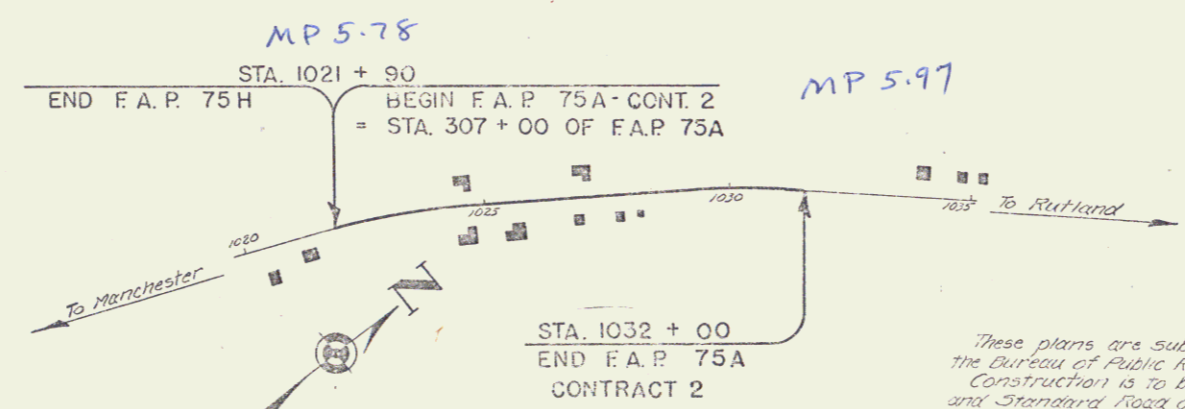
LENGTH OF PROJECT 1010.1 FT. = 0.191 MILES



RIGHT-OF-WAY DIVISION
TOWN FILE
PERPETUAL
Town of US7
[To Be Returned To R.O.W. Division]

APPROVED: H. E. Laugel
COMMISSIONER OF HIGHWAYS
SUBMITTED BY ORDER OF THE STATE HIGHWAY BOARD

Pin # 008849
Project No. F.A.P. 75A



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 1934, including all subsequent approved revisions and such revised specifications and special provisions as are submitted with the plans.

SCALES

TITLE	1" = 300'
TYPICAL	1" = 20'
PLAN	1" = 50'
PROFILE	1" = 10'
CROSS-SECTIONS	1" = 5'

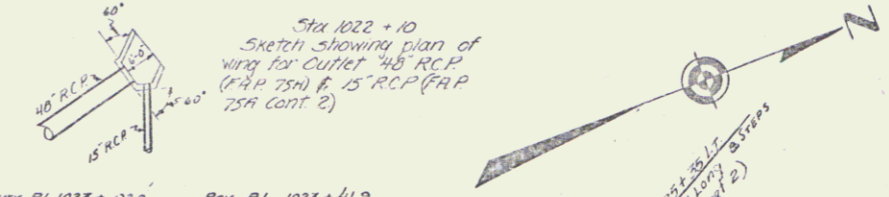
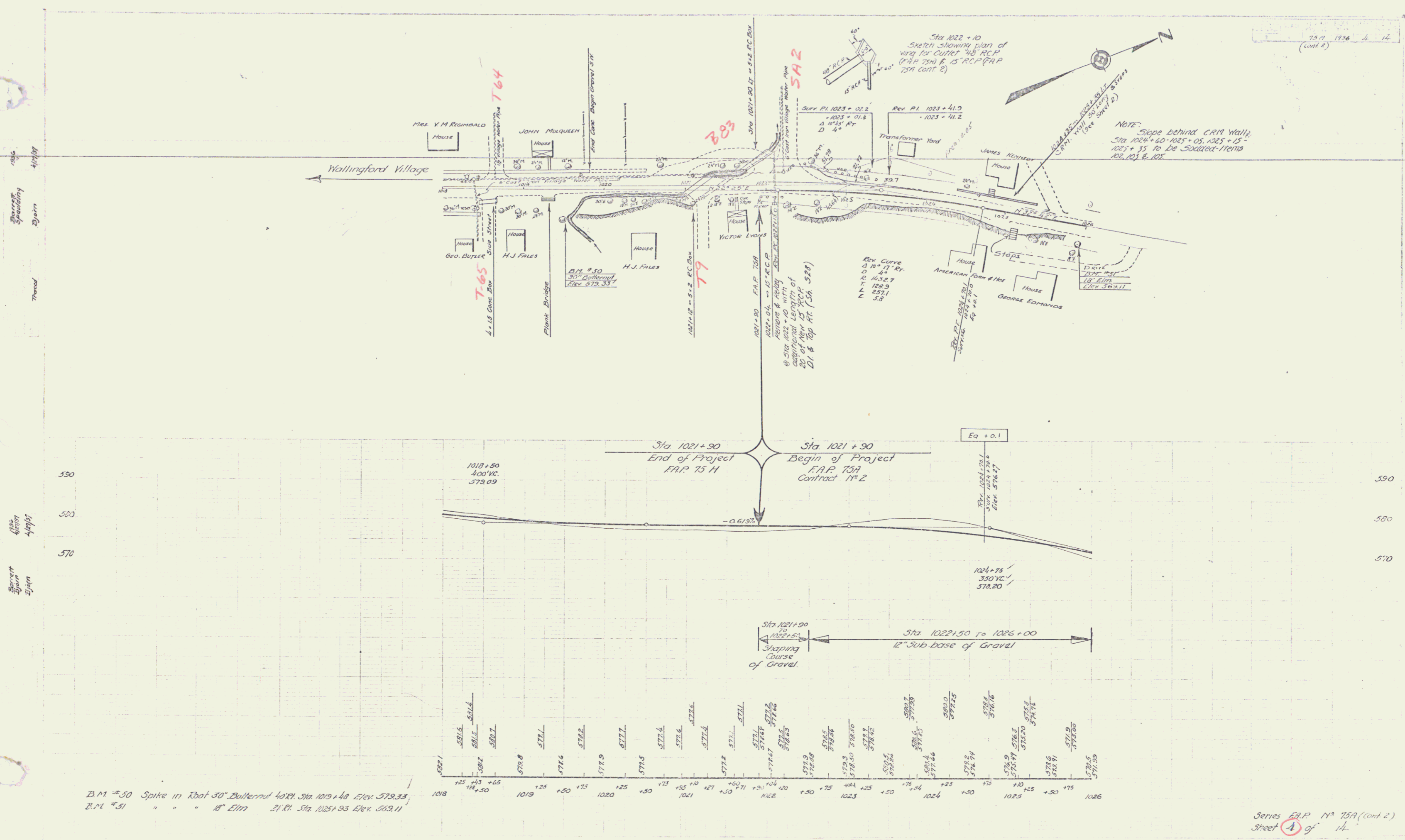
CONVENTIONAL SIGNS

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

Approved: W. H. Laugel District Engineer
Correct: W. H. Laugel District Engineer
Road Engineer
SERIES F.A.P. NO. 75A FILED
SHEET 1 OF 14

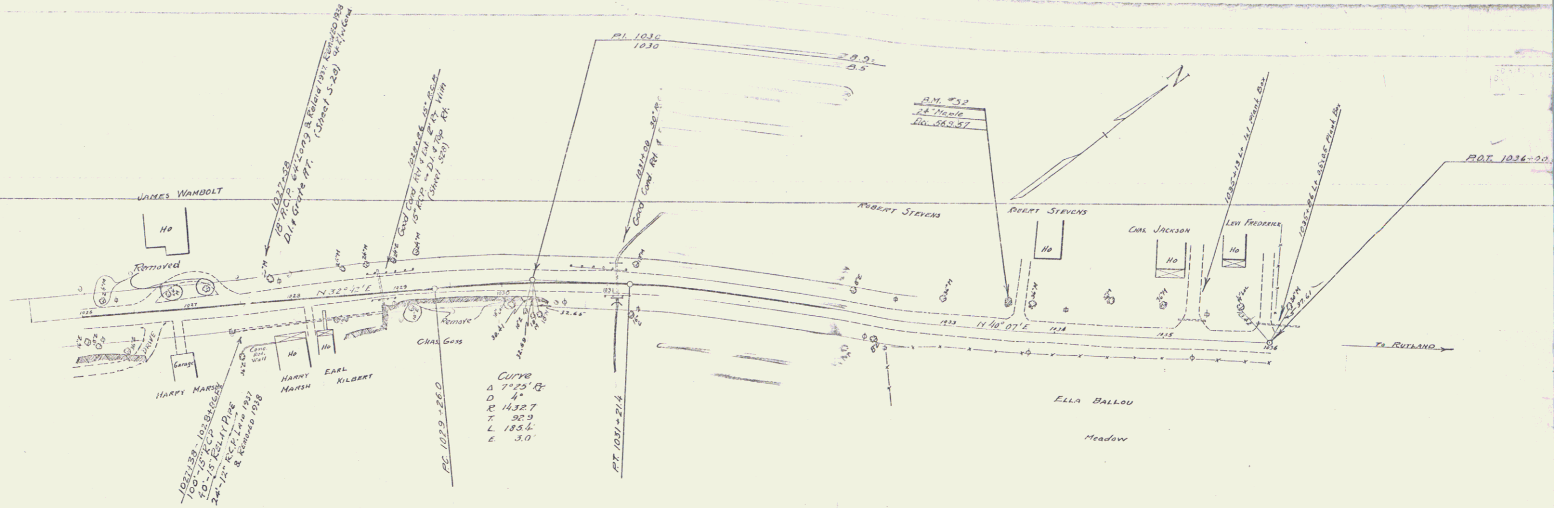


NOTE: Slope behind CRM Wall; Sta. 1024+40-1025+05, 1025+15-1025+35 to be sodded-items 102, 103 & 105.

Rev Curve
D 10' 17" R
C 143.27
L 122.9
E 2.71
E 5.8

D.M. #50 Spike in Root 30" Butternut 40' R. Sta. 1010+48 Elev. 579.33
B.M. #51 " " " 18" Elm 21' R. Sta. 1024+93 Elev. 569.11

Series F.A.P. No. 75A (cont. 2)
Sheet 4 of 14



Sta 1031+00
 End of Project
 F.A.P. 15A
 Contract #2



Sta 1026+00 to 1030+25
 Shaping Course of Gravel

Sta 1030+25 to 1034+00
 12" Sub-base

1026	1027	1028	1029	1030	1031	1032	1033	1034	1035	1036
577.50	576.97	576.45	575.92	575.40	574.87	574.35	573.82	573.30	572.77	572.25
577.50	576.97	576.45	575.92	575.40	574.87	574.35	573.82	573.30	572.77	572.25

1/4" #52 SPIKE IN ROOT OF 24" MAPLE 25.5 FT. LT. OF STA. 1031+54 ELEV. 569.57

5
 Streets
 Sheet
 3